

Michigan History Magazine

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MICHIGAN HISTORY MAGAZINE

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GEORGE N. FULLER, Editor

MICHIGAN HISTORY MAGAZINE

VOL. VI

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Nos. 2 and 3

HISTORICAL NEWS, NOTES AND COMMENT

BAD AXE, the home of former Governor Sleeper, is planning to erect a community building. The movement which was started by the American Legion now includes the Women's Auxiliary of the Legion, the Bad Axe Woman's Club, the Public Library, the Community Club, the County Road Commission and the City of Bad Axe.

Frank Wentland post No. 253, American Legion of Royal Oak, is planning to build a memorial building to be occupied by the post as headquarters. The post has been offered a site on which it is proposed to erect a building that will cost \$65,000.

Nearly \$3,000 was contributed by Michigan School children to the Foch Medal Fund, to be used towards building in France two model high schools. They will be known respectively as the Foch-Pershing and the Washington-Lafayette schools.

A splendid opportunity to inculcate patriotism in the minds of the children will be lost if they are not permitted to contribute to the expense of the memorials, whatever their nature, which are being erected in cities and villages throughout the State for the soldiers and sailors. The taxpayers are willing to bear their share of the cost, but to honor those who gave their lives in the defense of American homes and liberties

is the privilege of every citizen and especially of the children.

Survivors of "Custer's Brigade," the Michigan G. A. R. and Spanish War veterans of the 33rd voluntary infantry association held a week of reunions at Detroit in June. About 50 of the famous cavalrymen were on hand when the Custer reunion opened, with Mr. W. O. Lee of Port Huron presiding.

Mrs. Elizabeth B. Custer, widow of General George Armstrong Custer, famous Indian fighter and Civil War hero, is understood to be writing a *Life of General Custer*. Mrs. Custer was born in Monroe, Michigan, and was the daughter of Daniel S. Bacon, a pioneer settler of Monroe. She lives now in New York City, at number 71 East 87th Street.

The memory of Francis Scott Key was honored on Flag Day, June 14, with the unveiling of a monument to him, erected by Congress near the spot in historic Fort McHenry over which floated the Star Spangled Banner immortalized in his poem.

The planting of memory trees on Arbor Day for gold star soldiers was a feature which distinguished the D. A. R. programs this year in several counties. Co-operation was given by the local posts of the American Legion.

The centenary of General Grant's birthday was celebrated in Detroit by the ladies of the G. A. R. on April 27 with appropriate exercises at the house at 1369 Fort Street East where Grant lived in 1849 and 1850. At Washington the magnificent Grant memorial sculptured by Henry Merwin Shrady was unveiled at the Pennsylvania Avenue end of the Capitol grounds.

Vice-President Coolidge delivered the address of the occasion. President Harding spoke at Point Pleasant, Ohio, the birthplace of General Grant.

Memorial Day was observed this year quite generally throughout the world, partly owing to the efforts of the American Legion. The Legion has urged that May 30 be made a memorial day not only throughout the United States, but in American communities the world over in memory of all Americans who have died for their country. To the women of Columbus, Georgia, belongs the honor of having conceived Memorial Day, the first observance being on April 26, 1866. It was the idea of Miss Lizzie Rutherford, who was a member of the Ladies' Aid Society in that city, and it spread rapidly throughout the South. At the urgent request of Mrs. John A. Logan, wife of General Logan, commander-in-chief of the G. A. R., who learned of the practice while visiting in the South, General Logan issued to all Grand Army posts an order to celebrate Memorial Day on May 30, 1868, from which time it has grown into the revered custom of today.

The work of returning to the United States the bodies of American soldiers who died in France was completed in March, with a total of over 45,000. For the four cemeteries which are to be the permanent resting place of nearly 30,000 Americans who fell in the Great War, an extensive scheme of beautification has been developed by a special Fine Arts Commission for the four Fields of Honor in France: these are Suresnes cemetery, near Paris; Bony, near St. Quentin; Belleau Wood, near Chateau-Thierry; and the Argonne or Romagne cemetery near Romagne-sous-Montfaucon. One of the most touching features has

been the way in which the French people have made these sacred spots their own. It is said that a Sunday never goes by without scores of French people visiting them and placing flowers on the graves.

The D. A. R. of Prairie du Chien, Wisconsin, are engaged in an effort to preserve for historical purposes the remains of old Fort Crawford at that place, perhaps the most famous of the forts in the Old Northwest. Zachary Taylor was commandant of it at one time. One of his lieutenants was Jefferson Davis. Among the fort surgeons was Doctor Beaumont, famous for his experiments on Alexis St. Martin at Mackinac Island. Others stationed at the fort at various times were Henry R. Schoolcraft, Winfield Scott, and Abraham Lincoln when a young lieutenant in the Black Hawk War.

The Federation of Women's Clubs of Cass County Michigan, have planned a series of monuments at villages along the route of the old Detroit-Chicago turnpike. One has already been placed at Union, a fine boulder on which is cut the legend "Chicago Road, 1826." This is placed at the point where the road forks, and is a monument not only to the old pike, now almost 100 years old, but to the public-spirited women who form the clubs and wish to see the old-time places marked for the benefit of future generations. This turnpike was projected by the Federal Government, and the surveys were begun in 1825, to facilitate the settlement of southern Michigan. It followed in the main the old Chicago Indian trail over which the western Indians used to come to Malden annually to receive presents from the British. Kessington and Edwardsburg seem destined to be the next points to

have monuments on this pike in Cass County. Mr. Daniel W. Eby is taking a deep interest in the one for Kessington and should be given much credit for his work in its behalf:

Cadillac's birthday was elaborately observed by the City of Detroit early in March. "Movie" films of the street pageant were made under the auspices of the Detroit *Free Press*.

On June 3 the Daughters of the American Revolution of Flint unveiled a bronze memorial tablet marking "The Grand Traverse of Flint River" used by the Indians on their original trail between Detroit and Saginaw.

A memorial monument to the late Ammi W. Wright, philanthropist and benefactor of Alma, was unveiled by the city of Alma on Memorial Day. It is erected in Wright Park, a beautiful wooded tract of seven acres which was given to the city by Mr. Wright shortly before his death ten years ago.

Abiel Fellows Chapter, D. A. R. of Three Rivers, put on a parlor masque and pageant recently in honor of the signing of the Chicago treaty one hundred years ago. Miss Sue I. Silliman, past historian of the D. A. R. of Michigan, was one of the chief promoters. Miss Silliman's article on this treaty appeared in the January number of this Magazine.

Daniel Boone's old home in Pennsylvania, where the famous Kentucky pioneer was born, has aroused the interest of the Clarke County Historical Society of Kentucky, which is considering its possible purchase. The building is a stone house in the foothills of Exeter township, Bucks County, which has withstood the ele-

ments for nearly two centuries, but is slowly falling to pieces. It is on an estate of 160 acres, valued at the present time at about \$15,000. If the purchase is made, the old home will be devoted to historical purposes.

The historic old steamer *Yantic* at Detroit, which if it could talk could doubtless unfold a thrilling romance of the sea from its 60 years of service, has been replaced by the U. S. S. *Dubuque* as the flagship of the United States Naval Reserve Force in Michigan. The *Yantic* was built in 1864, designed originally to be President Lincoln's yacht, but gunboats were more needed and the *Yantic* was pressed into service. She was brought to Detroit in 1897, and in 1907 was temporarily replaced by the *Don Juan de Austria* captured by Dewey at Manila.

Mr. Arthur S. White of the Michigan Engraving Company, Grand Rapids, sends us a bundle of charming articles about "people and things" of pioneer days

Mrs. Lillian Drake Avery of Pontiac is to be commended for the splendid interest and energetic work she has put into collecting material for the history of Oakland County, especially its activities in the Great War. To talk with Mrs. Avery on this subject is an inspiration.

Mrs. Franc Adams of Mason has practically completed her work on the volume of pioneer history of Ingham County, which is to be published under the auspices of the Ingham County Pioneer and Historical Society. Mrs. Adams has long been secretary of the Society.

The Grand Lodge, Knights of Pythias of Michigan, has sponsored a citizenship essay contest in high schools throughout the State with the object of creating a greater interest in a better and higher citizenship. The subject for the essays is, "American Citizenship—Its Aims, Ideals and Responsibilities." The judges in the contest have been appointed by State Superintendent of Public Instruction Thomas E. Johnson. The authors of the two best papers, as determined by the judges, will be invited to appear before the Grand Lodge when it meets at Charlevoix September 6, and deliver their essays as orations. Their entire expenses will be paid, and they will receive a gold medal and a silver medal as the two grand prizes.

According to Mr. George E. Bishop, secretary-manager of the Upper Peninsula Development Bureau, that organization has acted favorably upon the suggestion of having a National Park for the Upper Peninsula of Michigan. It has been proposed that a certain section in the Keweenaw Peninsula,—the "Tip of Cloverland,"—be reserved and set aside as a National Park, and that its natural features be left undisturbed for the benefit of future generations. This section of the peninsula is now much as it has been since the white man first set foot upon this region, and it is in order that these natural historic and scenic spots may be conserved for all time as a genuine and typical "sample" of Cloverland, as the pioneers knew it, that the movement for a national park was begun. The Keweenaw Peninsula, with its scenery and history, its high cliffs, its harbors, its jagged rocks, lakes, streams and virgin timber, is truly an ideal selection.

Lovers of romance have been interested in the controversy about the re-naming of the sand dunes along the shore of Lake Michigan. Protest has been made against re-christening these mounds, many of them of appealing beauty, and some of which have featured in works of fiction. Their original names have been acquired in some cases by common consent and usage, in others from Indian designation in which there is a suggestion of the romance of the Dunes as the camping grounds of great Indian tribes. Attempts to re-name the Dunes for friends of interested parties, as has been done, is to be regretted. We agree with the editor of the Grand Rapids *Herald*, who says: "The romance of the sands—and it is a romance not limited to the great dunes of the Gary region, but extending along the entire shore line of Lake Michigan—is best expressed in Indian or historic nomenclature. Gentlemen seeking to preserve the names of their good friends should be advised to explore the Arctic, where there still remains numerous unnamed ice fields."

At a recent meeting of the Bay County Historical Association a paper on "The Life and Characteristics of Chief Shoppenagon" was read by Mr. F. L. Westover, written by Mr. Babbitt of West Branch. Mrs. L. G. Howlett read a charming sketch of Indian life, based on an interview with Mrs. Nockchicima, a picturesque old Indian woman, in which she gave the Indian meaning and derivation of many names of places near Bay City. Mrs. G. A. Shields of Bay City, who is largely responsible for the fine impulse given to historical work in Bay County, gave a report of her attendance at recent meetings of the State Historical Society.

Mr. Charles H. Wheelock, Battle Creek, sends us a leaflet describing an exhibit of "Pictures of some hunters, hunting camps, hunting dogs, etc., in the forests and on the streams of Michigan." He states that this highly interesting and educational exhibit is furnished by Hon. E. C. Nichols, and is being shown in the spacious lobby of the Old National Bank of which institution Mr. Nichols is Chairman. The exhibit will have to be seen to be fully appreciated. Mr. Wheelock is secretary of the Battle Creek Historical Society. He writes that he has recently secured a list of more than fifty names of pioneers in his city over 75 years of age, and letters with them. An interesting booklet on pioneer life in Battle Creek is doubtless in store for us.

The Eaton County Pioneer Society celebrated its semi-centennial at Eaton Rapids on Washington's Birthday.

At the 48th annual meeting of the Oakland County Pioneer and Historical Society Mr. Richard H. Rose of Royal Oak was again elected president. Mr. Mortimer A. Leggett was elected first vice-president, and Mrs. Lillian Drake Avery of Pontiac was continued as secretary.

The Shiawassee County Historical Society at its recent annual meeting elected as president Mr. A. W. Burnett of Corunna; secretary-treasurer, Mrs. Frank McCartney of Owosso; historian, Mrs. Etta Killian of Carland.

The Ingham County Pioneer and Historical Society celebrated its fiftieth anniversary June 21 at

Mason. The forenoon was devoted to renewing acquaintances, and was followed by an old-time dinner. In the afternoon Mrs. Harriet Casterlin spoke on "Mason Fifty Years Ago," and Mrs. Simons-Dunn on "Early Days in Lansing." The program closed with a genuine old-fashioned love feast, with the pioneers in a reminiscent mood. Glowing tributes were paid to the memory of the late Col. L. H. Ives, president of the Society for many years, and to Mrs. Franc L. Adams for her long service as secretary and for her work on the new History of the county soon to be published by the Society.

The St. Joseph County Pioneer Society held its 48th annual meeting at Centreville. Notable among the addresses were those of Rev. F. M. White, on "St. Joseph County Before the Pioneer," and Hon. Dallas Boudeman on "Pioneering," also that of Rev. F. M. Thurston on "Pioneering Today."

The Detroit Historical Society was recently organized, with Mr. Clarence M. Burton president. Mr. T. A. E. Weadock and Mr. R. J. Service are vice-presidents; Mr. Albert H. Finn, secretary; Miss G. B. Krum, assistant secretary; and Mr. J. Bell Moran, treasurer. The Society may be addressed at the Detroit Public Library. Its object, as expressed in the By-Laws is, "to encourage historical study and research—to collect and preserve the materials of history, and especially such as concern the history of Detroit." Active members pay a fee of \$2 a year. The annual meeting is held on the second Thursday of January. The educational committee is instructed "to arrange for at least one popular meeting each year,

which shall be open to the public." The depository for historical materials is the Detroit Public Library, and "all rights and titles to such property shall be vested in the Detroit Library Commission."

Rev. Henry P. Collin of Coldwater has been publishing during the past month an interesting series of articles on the history of Branch County in the Coldwater *Daily Reporter* and the Quincy *Herald*. Mr. Collin is the author of the *History of Branch County* issued some time ago by the Lewis Publishing Company of Chicago. It is one of the best histories in that series. Much new data is added in the articles mentioned.

The Detroit *Saturday Night* has carried recently a series of exceedingly readable and instructive articles under the caption, "Bits of the Old World in Detroit," describing the various foreign settlements in Michigan's metropolis, written by Faye Elizabeth Smith for the publicity department of the Detroit Community Fund.

The following papers read at the Mt. Pleasant mid-winter meeting of the Michigan Pioneer and Historical Society will later be published in the *Michigan History Magazine*: "Pioneer History of Isabella County," by Mr. I. A. Fancher of Mt. Pleasant; "Social Life of Mt. Pleasant in Pioneer Days," by Mrs. Eva Doughty of Mt. Pleasant; "In Memory," by Mr. U. S. Holdridge; "Pioneering Today," by Mrs. E. W. Ranney of Greenville; "A Sketch of Indian Life," by Mrs. Irene Pomeroy Shields of Bay City; "Pioneer History of Clare County," by Mrs. G. E. Lamb of Farwell; "Early History of Montcalm County," by Mrs. Mary E. Dasef of Stanton.

Mr. W. G. Leland, 1140 Woodward Building, Washington, D. C., writes to the Editor: "On behalf of the Union Academique Internationale which is about to publish the complete writings of Hugo Grotius, the eminent Dutch statesman and author (1583-1645), I desire to locate in American libraries and collections original letters of Hugo Grotius. I will be greatly obliged for any information on such material to be sent to Professor Dr. A. Eekhof, Leyden University, Leyden, Holland.

The "Burton Historical Collection Leaflet," published monthly by the Detroit Public Library, contains interesting excerpts from the manuscripts in the Burton Historical Collection described in another part of this number of the Magazine. These leaflets, paged consecutively for binding into a volume, may be had on application to the Library.

To Mr. Albert H. Finn of Detroit the Michigan Historical Commission is indebted for a fine collection of records and papers of the Northern Baptist Convention, very valuable for students of Baptist history in Michigan. Among these papers are the Annuals for various years, besides Handbooks and Manual. The Annuals contain the minutes of the Convention and reports of church work in home and foreign fields. In the Handbooks are found the acts of incorporation, by-laws, and lists of officers and members of various boards; directories of organizations; list of Baptist journals and educational institutions; and varied statistical information. The Manual, which covers the ten years 1808-1818 is specially valuable for its historical articles and summaries.

A History of the Constitution of Minnesota with the First Verified Text, by William Anderson and Albert J. Lobb, is issued as number 15 in "Studies in the Social Sciences," by the University of Minnesota. It is a comprehensive study of the constitutional history of Minnesota.

The offices of the Michigan Historical Commission have been changed to convenient and commodious quarters on the 5th floor of the new State office building at Lansing. The pioneer museum is being moved to a large fire-proof room on the first floor. Adjoining the offices on the fifth floor are two large vaults which enable the Commission to give fire-proof protection to its priceless documents. The Commission now has on hand something over a million documents of great historical and administrative value, which await funds for proper casing.

Prof. C. H. Van Tyne, head of the history department at the University of Michigan, and President of the Michigan Historical Commission, has recently returned from his visit to India, where he went last November at the invitation of Sir Frederick Whyte, president of the new Legislative Assembly of India. The results of his investigations are being published in the *Atlantic Monthly*.

The Clements Library on the campus of the University of Michigan is well on the way to completion. The corner stone of the building was laid March 31, marked by simple ceremonies in the presence of distinguished guests of the University. As is well known to most of our readers, this building is a gift to the

University from Regent William L. Clements, past president of the Michigan Historical Commission, and a Trustee of the Michigan Pioneer and Historical Society. It will house a library of Americana valued by expert collectors at over a half million dollars, which is also a gift from Regent Clements. The building will cost approximately \$200,000. Excellent descriptions both of the collection and the building have appeared in recent numbers of the *Michigan Alumnus*.

The *Michigan Daily* tells us that as a supplement to his original donation of American newspapers to the University, Regent W. L. Clements, of Bay City, has purchased an additional collection, consisting chiefly of New England papers, with a considerable representation of New York and Pennsylvania publications. The papers, purchased from the American Antiquarian Society, at Worcester, Mass., are chiefly weeklies dating from approximately 1800 to 1840. A few are of the 18th century. The supplementary collection has arrived at the General Library, but for lack of space will not be unpacked at present, and will not be available for use until the new Clements library building is opened.

The Michigan Historical Commission has frequent calls for volumes 1-3, 5, 7, 22-29, and 32 of the *Michigan Pioneer and Historical Collections* which are now out of print. If you have one of these volumes and wish to sell it, they can put you in touch with a buyer.

The degree of Doctor of Laws was conferred upon Governor Groesbeck by the University of Michigan at its recent commencement. Among the eleven recipients of honorary degrees on this occasion were also

the poet Robert Frost; Sir Thomas Lewis, physician of the University Hospital, London, Eng.; and Charles Evans Hughes, Secretary of State.

Since the last issue of the Magazine a number of deaths have occurred in the membership of the Michigan Pioneer and Historical Society, among them Major Harrison Soule of Ann Arbor (Jan. 2, 1922), Justice John W. Stone (March 24, 1922), and former Lieut. Gov. John Q. Ross (May 12, 1922), of whom appropriate biographical sketches will appear later in the Magazine.

Rev. Francis Xavier Barth, prominent and loved member of the Michigan Pioneer and Historical Society, died at his home in Escanaba on Memorial Day. Health has been failing for two years and death was not unexpected. In his passing Michigan loses "a talented pastor, masterful leader, peerless orator, and devoted citizen." A sketch of the life and work of Fr. Barth will appear later in the Magazine.

ACCORDING to present plans, the National Victory Memorial will be completed by 1925.

The present plan for financing the project is through State participation, each State subscribing a sum of money for each citizen who served in the Great War; these citizens will be represented by blue and gold service stars, which will form State clusters on a huge service flag in the dome of the building.

It is President Harding's suggestion that this institution at the national capital become, in its varied uses, a veritable "university of American citizenship," with its numerous assembly rooms forming the headquarters of national military and patriotic organiza-

tions, and special rooms for the exclusive use of each state and territory.

The site chosen for the building is the spot where President Garfield fell. The cost of building and site is estimated at \$10,000,000.

France has her Pantheon, England her Westminster Abbey, and now America is to have her Victory memorial, dedicated, in the words of General Pershing "to that era of international relationship and friendliness which alone will guarantee a lasting peace."

A "WAR Memorial Everlasting," in the form of a school and home for the orphans of veterans of the World War has been outlined by the state executive committee of the American Legion.

"Our idea," said Paul A. Martin, State Commander, in presenting the plan, "is that the highest type of war memorial must combine the elements of useful help, permanency and a just appreciation of the sacrifices of the dead.

"When the American Legion of Michigan undertakes this great work it will have assumed national leadership in a movement which cannot fail to catch the spirit of patriotic imagination and support everywhere.

"My idea is that the home should be located in the country, where the best combination of healthful surroundings can be found.

"There is no need for us to decide just where, for there will be much competition among various communities to obtain this unique war memorial."

A NATION'S tribute to the glorious dead reached its climax Decoration Day in Washington, at the dedication of the memorial erected beside the Potomac to Abraham Lincoln.

Spread across the wide terraces, the lawns and the circling driveways were thousands of Americans; and distinguished men from foreign lands also came to pay their homage at this new shrine. Close on the marble steps were gathered the men who today hold in their hands the destiny of that government "of the people, for the people and by the people" which Lincoln gave his life to save, but behind these over a mile deep on the mall and clear away to the base of the Washington Monument, a mile distant from the memorial, were the common folks from whom Lincoln came and for whom he toiled until he was cut down.

Foremost among the men who gathered at this ceremony were the aged veterans of the G. A. R., men who at Lincoln's call put aside their citizen's garb for the blue of the army uniforms and fought for the salvation of the nation.

The statue shows Lincoln in the pose that has long endeared him to American hearts. It is cut from a solid block of Georgia marble. On the back wall of the memorial runs the simple legend that tells of the greatness of the man and the love that his countrymen have come to bear for his memory.

The sculptor has presented Lincoln as the president must often have been seen in life, when he sank back in his heavy chair at his desk in the White House and brooded over the havoc that civil war would make. The figure is relaxed with arms outspread on the arms of the chair; the wide shoulders are pressed back for

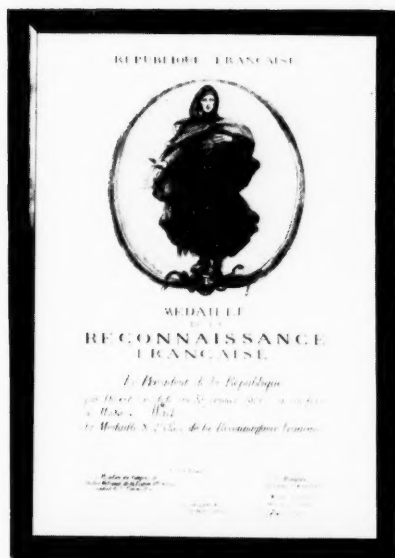
support, but the head is erect, and the quiet, gaunt, deeply-lined face is fit setting for the brooding eyes looking thoughtfully, almost in sorrowing pity, over the memories of the scenes they witnessed or of the sorrows they knew. (Contributed by one who was there.)

ARMISTICE Day, 1921, brought to a member of the Michigan Pioneer and Historical Society, recognition from France for her war work in the Great War.

April 1917, Mrs. William Henry Wait of Ann Arbor was appointed Publicity Director of the War Relief Service Committee, National Society, Daughters of the American Revolution. Mrs. Wait immediately entered upon the duties of that office converting into an office a room in her own home, and here without financial compensation from any source and with only the occasional service of a stenographer, she labored eight, ten and twelve hours a day for two years, except such time as she in her capacity of State Regent of the Daughters of the American Revolution of Michigan was visiting the chapters officially, speaking throughout Michigan for the United War Work Campaign or Liberty Loans or attending meetings of the National Board of Management in Washington.

Mrs. Wait as Publicity Director wrote, published and issued to the Department Director of the War Relief Service Committee forty-four different Bulletins on War subjects, for every chapter of the Daughters in every State in the Union, Hawaii, the Philippines, the Orient and Argentina.

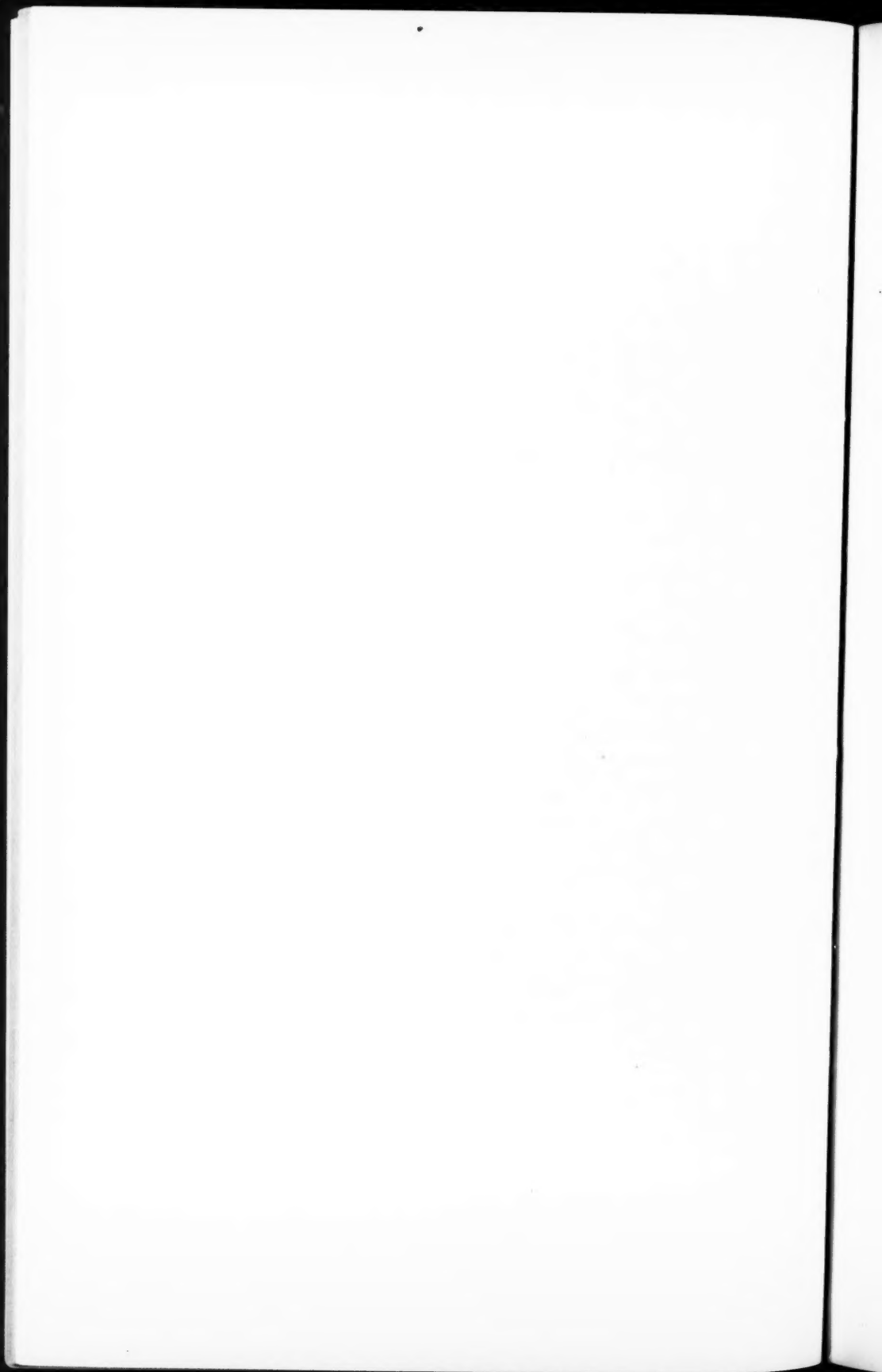
Of these forty-four Bulletins, seven were in the



Copy of Diploma citing grounds of award for which the silver medaille de la Reconnaissance Française was bestowed upon Mrs. William H. Wait of Ann Arbor, Mich., by France. The Diploma is 21 x 15 inches.



Medaille de la Reconnaissance Française, awarded to Mrs. Wm. H. Wait of Ann Arbor, Michigan, by France for her war services to that country. The colors are the red, white and blue of the French flag.



interest of France on such subjects as "French War Orphans," "Tilloloy, A Devastated French Village," "Rechickenizing France," and "Reconstruction in France." After the needs in the case had been thoroughly investigated, and after consultation with other members of the War Relief Service Committee, Mrs. Wait carried to the National Board of Management, Daughters of the American Revolution, Oct. 17, 1917, her resolution "That the National Society make as one special branch of our National War Relief Work, the restoration of the French village of Tilloloy, France, the expense of which is not to exceed \$51,000," recommending at the same time that the money be raised by asking fifty cents from each member of the Society which numbered over a hundred thousand women. The motion carried and the plan of raising the money was adopted.

After the second German invasion, it was voted by the National Board of Management at the request of the French Government, that this money be diverted from its original purpose of restoration of the homes of the village to the installation of a waterworks system for the village, dedication of which took place, Aug. 23, 1921.

At Mrs. Wait's suggestion, the Daughters gave or collected about ten thousand dollars for Rechickenizing France. Upon her initiative the Society co-operated with the American Committee for Devastated France. In her Bulletin No. 43, Mrs. Wait plead for the re-establishment of the returned refugees in the Department of the Aisne. This Bulletin included French patterns for crocheting shoulder shawls for the aged women and stockings for the children, dimen-

sions for making sheets and pillow cases of the size used by French housewives before the war. The plea also netted many bolts of cloth, sewing materials, kitchen utensils and various kinds of garments.

Feb. 22, 1921, the New York *Times* published the announcement that the day before, the *Journal Officiel*, Paris, at the instance of the foreign office, had bestowed "for meritorious service" in the war, the silver "Medaille de la Reconnaissance Francaise" on four women in North and South America, Mrs. William H. Wait of Michigan being one of them.

Armistice Day, 1921, the medal and a diploma stating the grounds of award were received by Mrs. Wait. Photographs of the medal and diploma illustrate this article. A translation of the grounds of award cites that Mrs. Wait "has contributed important aid to the devastated regions, notably Tilloloy, has furnished to our refugees important quantities of clothing."

Owing to her work with the American Committee for Devastated France, Mrs. Wait was the recipient also of autographed photographs of Premier Clemenceau and Monsieur Leon Bourgeois, chairman of the French Delegation League of Nations Conference at Versailles, in recognition of her services in "helping re-establish the returned refugee in the Department of the Aisne."

MICHIGAN needs to rename its thousands of lakes, says the Grand Rapids *Herald*. Each of these bodies of water represents actual dollars and cents' value to the State of Michigan. Each is distinctive in its beauty. It would be as impossible to find two lakes alike in Michigan as to find a resemblance be-

tween black and white. Yet with the exception of perhaps one per cent they are all misnamed. Not only are the names wholly lacking in beauty, but they fail to establish identity.

For example, there are two Camp Lakes in Kent County. Ask the farmer south of Grand Rapids the location of Camp Lake and he will direct you to a placid body in the southern section of the county. Ask a farmer north of Grand Rapids the same question and he will send you to another Camp Lake a couple of miles from Sparta.

There are at least 20 Long Lakes in Michigan; as many more Crooked Lakes; a dozen Round Lakes; ten or 15 Pickerel Lakes; more than half a dozen Mud Lakes, and three or four each of Crystal, Bluegill, Bass, Perch, Silver, Indian, Bullhead, Rice, Grass, Green and Pine Lakes.

It is only a shameful lack of appreciation of our natural resources that makes possible any duplication in the name of such a beautiful lake as Crystal, east of Frankfort. To those who know this lake, one of the largest in the State, there is only one Crystal Lake. But for others there is a Crystal Lake near Shelby and another near Greenville. Portage Lake at the military reservation near Grayling is an exquisite scenic spot; but Portage Lake north of Manistee is just as beautiful.

Michigan needs to re-name its lakes; not only because of the multiplication of names, but because of the lack of distinctive merits in most of the names. Where is there anything suggestive of scenic delight in Bluegill Lake or Bullhead Lake? What is the value of such a title as Long Lake or Crooked Lake?

More and more we are coming to realize the value

to Michigan of its great numbers of inland lakes. To emphasize that value we should give fitting title to them. We are of the opinion that Governor Groesbeck could very appropriately name a commission or individual to survey the State's great inland water resources and suggest new names for consideration by the sections within which the lakes are located. The present muddle is merely a result of lazy nomenclature.

THE Mackinac Island State Park Museum, says *The Catholic Vigil*, has added to its collection the silverware and the diary of the Rev. Father Pierre, the first Jesuit missionary to become a permanent resident of this section. The gift is made by Mrs. Brayton Saltonstall of Charlevoix, daughter of George W. Bell, the Cheboygan attorney, who executed Father Pierre's will. The pioneer priest lies buried in Calvary cemetery, Cheboygan, and many tourists make a pilgrimage to his grave.

Father Pierre, immortalized by Constance Fennimore Woolson in "Anne," her story of the early days of Mackinac, was in charge of the mission at Mackinac in the days of John Jacob Astor's fur trading operations there. In his canoe in the summer and with a dog team in the winter, he traversed the region. His headquarters in Les Cheneaux Islands are still pointed out to tourists.

He came direct from France, highly educated, cultured and possessed of considerable wealth. His diary, written on the margins of newspapers and scraps of paper, for stationery was scarce in this region in those days, was translated by Mrs. Saltonstall. It gives a

picturesque account of his arrival in New York City and his experiences at the Astor House, a quaint village lodging house, where, he states, they used two-tined forks and table manners were atrocious. The silverware, including knives and forks, and the diary were among the things left in the care of Mrs. Saltonstall's father at the time of Father Pierre's death.

AN important factor in the building up of Mackinac Island as a resort, was the opening in 1883 of the first telegraph office on the Island, says Miss Helen M. Donnelly of the Western Union Telegraph office at Mackinac Island.

The idea was conceived by Mr. Cornelius C. Corbett, Sup't of the 5th District of the Western Union Telegraph Company, with headquarters in Detroit, now retired and living at Grosse Pointe Farms, Michigan.

The laying of the cable between St. Ignace and Mackinac Island was under the supervision of foreman John Beamer, a life-long employee of the company. The submarine cable was a one conductor, which had previously been used between Mackinaw City and St. Ignace, having been the first cable laid in the Straits of Mackinac. This cable was in use until 1892 when it was replaced by a three conductor submarine cable.

The office was managed the first summer by a Miss McGee of Detroit and at the close of the tourist season, was moved from the village to the Fort, Lieutenant Edward H. Plummer, 10th U. S. Infantry, then stationed here, taking charge, Colonel Edward H. Plummer since retired and living at present in California.

Under instruction of Lieut. Plummer my sister Margaret Donnelly took up the study of Telegraphy, finishing later in the Main W. U. office in Detroit and in the spring of 1884 taking charge as manager and I as messenger girl. The salary paid manager was high or considered so in those days, but the company made no provision for other expenses, such as messenger service, rental, light, etc., these expenses were supposed to be covered by the manager's salary, a rather unique arrangement, which failed to work out to the advantage of the messenger girl.

Sister Margaret who is now Mrs. John McArdle living in the Indian village, Detroit, managed the island office until November 23, 1889, when she was transferred to St. Ignace taking charge there, while I as manager filled the vacancy here, a position I still hold.

Having the means of communicating with the outside world brought to the Island many business men and their families, who could keep in touch with business daily by wire, while they remained here during the summer months, many of whom built summer homes here. These men were among the representative citizens of Chicago, Omaha, Kansas City, St. Louis, Indianapolis, Ft. Wayne, Detroit, Grand Rapids and Kalamazoo.

Like many others seeking homes in a foreign land, my father, Mr. Thomas Donnelly, came to the Island in 1852, previous to that time my mother's uncle, Mr. Charles Omalley, settled here, building the well-known hotel, Island House, that part of building which stands between the two wings, added later by its present owner, Mrs. John M. A. Webster. Mr. Omalley at one time was a member of the State Legisla-

ture and it was he who suggested the changing of the Indian names, given to several counties by Mr. Henry R. Schoolcraft, to those of Irish names, known today as Rosecommon, Clare, Emmet and many other counties were renamed by him.

We have very few of the old pioneers of the island left, who struggled here to make a home. A home denied them in their native country—Ireland—where famine forced them to leave, while wealthy England, with an abundance of food at her door, offered little or no relief to the famine stricken people of Ireland. These staunch and worthy men and women made good here and although driven from their native soil, they were in heart and soul united to the land of their birth and it is to be regretted that they should have passed to the great beyond, before the dawn of the "New Ireland" of today.

THE Mississippi Valley Historical Association held its 15th annual meeting May 11 and 12 at Iowa City. The sessions were held in the rooms of the State Historical Society of Iowa, and the University of Iowa gave active cooperation. Notable speakers were present from various sections of the Valley and adjacent regions. Arrangements were made for guests and delegates to visit the State Historical Department at Des Moines, Iowa, in charge of Edgar R. Harlan. Another trip was arranged to the Amana Community, 23 miles west of Iowa City, one of America's most interesting religious and communistic brotherhoods. A large measure of credit for the success of this meeting is due to Dr. John C. Parish and Prof. Benjamin F. Shambaugh of the University of Iowa, and to the faithful efforts

of the Society's secretary, Mrs. Clara S. Paine of Lincoln, Nebraska. Mr. William E. Connelley, secretary of the Kansas State Historical Society, gave an able presidential address on "John Brown." The editor of the Michigan History Magazine was chairman of the program committee.

THE following report was graciously furnished by a citizen of Mt. Pleasant:

Mount Pleasant had the honor of entertaining the Michigan Pioneer and Historical Society at its mid-winter meeting, January 25 and 26. Arrangements for the meeting had been made by committees from Central Michigan Normal School, The Mount Pleasant Woman's Club, Isabella Chapter D. A. R., and the Chamber of Commerce. The county newspapers co-operated in giving publicity to the meeting.

The Wednesday afternoon and evening sessions were held in Assembly Hall at the Normal as was also the Thursday morning session. The Thursday afternoon and evening sessions were held in the Auditorium of the High School.

The music for the opening session consisted of community singing by the audience and a piano solo by Mr. Brillhart of the Normal music faculty. The evening session opened with community singing led by Miss Craw of the Normal department of music, Mr. Brillhart at the piano. Mr. Thayer Walsh then gave two vocal numbers.

Between sessions and after the evening session the public were invited to an Exhibition of Antiques, collected and arranged by the D. A. R. The exhibit was held in the history class room of Miss Amy Burt at

the end of the corridor opposite Assembly Hall and was so enthusiastically received that it was continued by request, until the following Saturday night. Mount Pleasant has a wealth of historical articles only a few of which were exhibited.

At the close of the evening session, an invitation was extended to the entire audience to attend a reception given by the Woman's Club and the D. A. R., in the class room of Miss Wightman, director of art. A large number of people accepted the invitation.

Thursday morning the Woman's Club furnished automobiles for a visit to the U. S. Indian School, and at 9:00 a. m., the out-of-town guests accompanied by Mrs. Charles Vowles, President of the Woman's Club, and Mrs. S. E. Gardiner, Regent of the D. A. R., were driven to the Indian School. The following people made up the party:

Dr. George N. Fuller, Lansing, Secretary State Historical Commission,

Mrs. Marie B. Ferrey, Lansing, Curator State Museum,

Miss Pollard, Grand Rapids, Public Library,

Mrs. C. W. Oakley, Kalamazoo,

Mrs. E. W. Ranney, Greenville,

Mrs. G. E. Lamb, Farwell,

Mrs. Eva C. Doughty, Mount Pleasant, and

Mr. U. S. Holdridge, Evart.

Upon arrival at the Indian School, Supt. R. A. Cochran personally conducted the party, showing them various interesting things. One that seemed to attract the most attention was the "Log Cabin" Domestic Science Building built by the boys, pupils of the school. In this building the girls are taught cooking and the

care of the kitchen and utensils, correct serving and the care of the dining-room, including the making and care of dining-room linens.

Several class rooms were visited. The children of the primary room gave the Flag Salute. Mrs. Ferrey told a story to the children of the fourth grade and the children and guests sang "America." Visits were then paid to the laundry, the kitchen, the bakery, the sewing room, and the greenhouse.

Returning from the Indian School, the guests were driven to the Normal and there conducted through the various departments until time for the address by Dr. Charles Upson Clark at 11:00 a. m., on "The Current European Situation."

Before the opening of the afternoon session, the guests were shown through the beautiful new High School building by Mrs. Charles Vowles, of the Board of Education.

In the absence of Pres. Sawyer, Mrs. S. E. Gardiner, Regent of the D. A. R., acted as chairman. The meeting opened at 2:00 p. m., with two vocal selections by a group of Junior High School boys, accompanied by Miss Zelinski, director of public school music. Later in the program, Miss Zelinski delighted the audience with two vocal numbers. Miss McIntyre accompanied Miss Zelinski.

At this session, a Provisional Committee was elected to look into the matter of forming a County Pioneer and Historical Society. Mrs. Eva C. Doughty was chosen chairman of the committee and Fred Russell and C. S. Larzelere the other two members of the committee, the committee to call a meeting for organization at their discretion.

The evening session at the High School, with Mrs. Charles Vowles, President of the Woman's Club, as chairman opened with music furnished by the High School Orchestra.

Programs for the occasion were furnished by the Chamber of Commerce.

The program was full of interest from beginning to end and Mount Pleasant was fortunate indeed to have been chosen as the meeting place of the Michigan Pioneer and Historical Society.

[A description of the exhibition of antiques by Mrs. S. E. Gardiner, which appeared in the Mount Pleasant *Times* was so good that we give it entire.—Ed.]

There are many notable collections in the city, no one of which was given in its entirety; and some very interesting articles from out of town were shown. The oldest articles exhibited were in the McKinnon collection of ancient Scottish origin. In this collection, a Scottish gun, a dirk, and an incense burner each claimed the distinction of 450 years of age, and a French gun five generations.

A punch bowl, brought over in the Mayflower, owned by J. Q. Walling, elicited a great deal of interest. Other interesting bits of china were an old cup and saucer 200 years old, several pieces of Mulberry ware, an old Willow ware platter, a Washington vase plate, several pitchers, a dark blue teapot, the decoration of which was MacDonough's Victory at Lake Champlain, an octagonal tureen, and a cake plate that had come down through four generations of the Hampton family.

Several good pieces of pewter were noted, among which was the Bradstreet porringer, two Britannia teapots, and an old pewter spoon.

Many old silver articles were shown, an old butter dish, several spoons, candlesticks, and a sugar creamer of the time of King George III.

Several old quilts were shown, the oldest of which was pieced

by the wife of Lieutenant Dalton, who was on the staff of Washington, the next oldest one was a beautiful example of a Rose pattern in applique, there was another excellent applique quilt, also one of wool quilted in an elaborate pattern, another had a lining of homespun linen.

There were linen sheets, homespun woolen blankets, and several beautiful coverlets of indigo blue and white, and one coverlet of a rich madder red, indigo blue, a lighter blue and white, and one of red, white and green. Old cutlery—broad bladed knives, and short two-tined forks, an old foot stove, a Revolutionary fife, an old sword, a Civil War musket, and a Jesse James pistol.

There was an old flax wheel, a flax hetchel with flax, a pair of cards, a reel for winding yarn, a set of swifts, a bit of homespun linen thread, several pieces of homespun linen such as table cloths, sheets and towels, and one of the early sewing machines.

There were old clocks, tongs, an ancient teakettle, sheep shears, iron candlesticks, candle molds, bullet molds, an old powder horn, an old razor, an old press board, an old hat mold, two pairs of spectacles 150 years old, a butter print, a wonderful old brass skimmer, several snuff boxes, a pair of knee buckles worn by a Revolutionary soldier, a square used by another Revolutionary soldier, and a Norwegian jewel screen and napkin ring 200 years old.

A large number of old books were shown, the oldest of which was printed in 1685. Several old letters, an old family record, an old coat of arms, an old journal, several records of military companies, a book of old deeds, a photostat copy of a Revolutionary soldier's discharge and application for pension, a bound volume of *Harper's Weekly* for 1860 containing an account and a picture of the convention which nominated Lincoln for president, two bound volumes of *The Enterprise*, some pictures of early settlers and of first buildings in Isabella County. Also a copy of the Washington memorial edition of *The Ulster County Gazette*, published January 4, 1800. This paper was framed

between two sheets of glass and presented to Isabella Chapter D. A. R. by Mrs. Stephen Potter. There was a poem written by Elijah Woodworth of Leslie, Mich., and dedicated to the State Pioneer Society, in 1884. A scrap book full of interesting items connected with the early days of Mt. Pleasant was on exhibition.

Several old dresses were on exhibition, the oldest of which was a Watteau wedding gown of beautiful Flemish silk brocade, an heirloom from the Hale family. The exact age of this gown is not known, but is placed about the year 1750. There was a sleeve of a wedding dress of 1857, and some of the other dresses had served as wedding dresses.

Many hats and bonnets were shown. These were of different periods, the oldest one being 150 years of age. There were caps of different materials one of which was a hand-made infant's cap of lace made for Madame Brooks' father. There were hand-embroidered collars, a white muslin hand-embroidered shawl, also an embroidered petticoat, a fine shirt with elaborate bosom worn by a bridegroom of 1857 was shown. Also a coat and vest worn by a boy of twelve in 1870. A "best handkerchief," heavily embroidered by hand, a hand-made corset, and a skirt extender woven over cordings of candle wicking.

There were old shawls of silk, of lace, and of wool, and a cape made from a black lace shawl, also veils of silk, one a piece of an old wedding veil. There were hair ornaments, and rings and bracelets made of hair, and a pair of small square-toed wedding slippers without heels that seemed too small to have been worn by any grown person.

Several old samples with their fine even stitchery told of the days when every girl was taught to sew. Three beautiful old beaded bags of over 100 years of age were shown. And a carpet bag of 175 years occupied a prominent place.

Time and space do not permit further enumeration of the articles which were shown, but a record of exhibitors and arti-

cles exhibited was kept, and is now being put into permanent form for the chapter archives.

Isabella Chapter D. A. R. wishes to thank every one who in any way assisted in making this exhibition a long-to-be-remembered occasion.

MRS. HANNAH VOWELS, daughter of "Father Sheldon" (Rev. Robert P. Sheldon) writes to Mr. Gould of the *Isabella County Enquirer*, from eastern Maryland, under date of Jan. 25, 1922:

The *Enterprise* informs us that the Michigan Pioneer and Historical Society will meet in your city this week. I regret I cannot be among those privileged to be present; but am sending a reminiscence of the early days of the county when father was missionary to the Indians.

Should it prove of interest you may publish it.

The Rev. Robert P. Sheldon (Father Sheldon to the pioneers) came into Isabella County in the fall of 1860 as missionary to the Indians, and continued his good work later among all citizens until his death, in 1882. [Father Sheldon's memory is perpetuated in Methodist church history by a memorial window in the M. E. church.—Ed.]

In those early days when we first moved on the Indian Mission, mother was much afraid of the Indians although the tribe was peaceful. There was in particular one old chief Naw-ge-sac, who was of commanding stature, haughty mien, and to her of ferocious aspect, who filled her with many misgivings, as it was said he had been on the war path and taken scalps from the pale faces in his youth. To give more color to these gruesome tales, the tobacco pouch he carried was said to be made of the skin of a white baby.

He was much interested in the Indian school which father taught and often visited the school room. On one occasion, after having observed the proceedings of the school for some time, he decided to make a call on the schoolmaster's wife.

The missionary's quarters were built on the side and back

of the school building, and a door in the rear of the schoolroom used by the family opened into a small room we used as a store room for provisions, and a closet in which to hang clothes.

It was nearing the noon hour and mother making preparations for dinner came hurriedly into this room for meat, and was transfixed with horror to see the dreaded chief, with whom she had nearly collided, standing half concealed by the hanging garments.

All the stories of treachery and bloodshed by the Indians rushed to her mind, and with a blood curdling scream she rushed wildly through the house to the outer door and into the yard where a backward look showed the chief in hot pursuit. Fear lent wings to her feet. Escape was her only thought, and she fled with piercing screams into the fields beyond.

The ear-splitting cries penetrated the wall of the school room, and brought father and the pupils to the scene, where they joined in the mad chase, the young Indians uttering loud excited whoops.

The awful din caused her to cast a fearful backward glance, which made her increase her speed, for Naw-ge-sac and a horde of yelling demons were bearing down upon her. But the chief in spite of age outdistanced the other pursuers.

With streaming hair and gasping for breath, she stumbled on until overcome with fatigue and terror she fell nearly fainting, and the chief caught her in his brawny arms, patted her on the shoulder, saying, over and over, "no hurt white squaw," until the others came up when he carried her to the house carefully. He explained why he was in the store room: He was on his way to the living room, but never having seen such clothes, he stopped to examine the beautifully ironed starched white petticoats which hung there and partly concealed his body.

He came many times after, but mother never feared him again and formed a genuine liking for chief Naw-ge-sac.

REPORT of the Ingham County Pioneer and Historical Society to the Michigan Pioneer and Historical Society, May 24-25, 1922, by Mrs. Franc L. Adams, Secretary:

"If you put a little loving into all the work you do,
And a little bit of g'adness, and a little bit of you;
And a little bit of sweetness, and a little bit of song,
Not a day will seem too toilsome; not a day will seem
too long."

If the poet meant by this that to put one's whole self into work being done would lighten the labor and shorten the time, then I am a living proof of the correctness of this theory; for while there has been scarcely a day during the year just ended that I have not done something in connection with historical work, the time has passed all too swiftly.

The Ingham County Pioneer and Historical Society has every reason to feel proud of the year's record, and the interest taken in the work by those never before interested is a matter for rejoicing.

The annual meeting held in Mason on June 14, 1921, was both pleasant and profitable. Many plans were made for the ensuing year, and today it is very gratifying to the secretary to be able to report that some of these plans have been successfully carried out.

Pres. L. H. Ives, although on crutches, was there and took charge of the meeting. Mayor V. J. Brown eulogized the pioneers as he welcomed the guests. Rev. F. G. Ellett used "Integrity of Purpose" as the key-note in his response. G. K. Stimson of Lansing gave an historically patriotic address, in which he recommended that the children be given a place in the work of the society, and he was appointed to help

work out some plan for having one pupil from each rural school sent as a delegate to the annual meeting.

The Secretary in giving a report of the year's work made the following recommendations:

1st—That the membership be made permanent; V. J. Brown, P. A. Stone and R. J. Bullen were made a committee to formulate a Constitution and By-Laws that would put the society on a better working basis.

2nd—That a chairman from each township be appointed to plan for Township Historical meetings, where the history could be obtained by school districts, thus bringing it out in detail.

3rd—That the society mark some historic spot in the county, and V. J. Brown, Mrs. Adams and Rev. F. G. Ellett were appointed to do this work.

Mrs. M. B. Ferrey gave a talk appropriate to the day, Flag Day, and the descriptions and histories of the Flags of our country as given by her, would form a valuable work for reference in schools.

Maj. Rolph Duff, of Lansing, gave the address of the day. He paid a high tribute to the pioneers who blazed the way for us, and urged the preservation of their experiences, which otherwise will soon be forgotten. He spoke with regret of the lack of conservation of the forests of the State.

At this meeting more than the usual number of pioneer reminiscences were told, and these were caught and are being added to the Pioneer History of Ingham County.

Mrs. Almeretta Blake was the oldest person present, and she declared herself 93 years young. We shall miss her at the annual meeting this year, as a few months ago she passed to her reward, with 152 others

whose faces were familiar to us, but whom we shall see no more on earth.

The officers were re-elected, making Col. L. H. Ives president for the twelfth time, adding the twenty-ninth year to W. M. Webb's term of service as treasurer, while as secretary, Mrs. Adams is making reports for the eighth year.

The secretary has continued her work of compiling a Pioneer History for Ingham County, hoping that before the fiftieth anniversary of the society in June, 1922, it might be completed and published as a memorial. During the fifty years of its existence the society has many times voted to have a county history published, and each time a committee was appointed to do the work, but this semi-centennial sees the work still unfinished, though the manuscript is ready for the publishers.

The publishing committee decided to have a prospectus of the book gotten out with a return card on which the receiver would state whether he would purchase a book or not. The secretary mailed out 2,200 of these, hoping that 700 of them would bring favorable replies, as that many pledges to take the book at \$3.50 would insure its publication.

As the secretary has received no compensation for her time or labor, the only expense will be the actual cost of publication, making this 1,000-page book, filled from cover to cover with readable matter (things largely told by the pioneers themselves) so low in price that no one can refuse to buy on that score.

The one big disappointment of the year is the fact that the book could not be completed in time to be presented at the fiftieth anniversary, but "Hope

springs eternal in the human breast," and the committee is still hoping.

Since the plan for holding township meetings was adopted, there has been an increased interest shown throughout the county. Six of these meetings have been held; Delhi, Alaiedon and Aurelius held very interesting meetings, and much data of value was gathered from the papers given.

Onondaga, Leslie and Vevay have also held meetings and organized into township societies.

In October Onondaga organized with G. O. Doxtader as president, but the school children of the township included in the membership.

Leslie organized in November with Mrs. Palmyra Hahn as president.

Vevay held an intensely interesting meeting in April, 1922, when Mrs. Vance Douglas was elected president.

Three unique Flags, typical of early days, were discovered through these meetings. Children, and even older people, find it hard to realize that seventy-five years ago, one could not buy a Flag in Ingham County or any of the trading posts in this section of the state, for love nor money, and many of them living here at that time had never seen a Flag.

At the Aurelius meeting there was displayed the first Flag ever used in church in that township, some time during the late forties.

A Sunday-school rally was to be held and all thought a Flag would add greatly to the importance of the occasion. No Flag could be bought in Jackson, the nearest trading post, but failure was not included in

the vocabulary of the pioneers, and one of them, Mrs. Fowler, set her wits to work thinking out a plan whereby a Flag could be evolved. She took a piece of unbleached muslin, 3x5 feet, made a field of inch wide strips of red, white and blue and set in the proper corner. Thirteen big stars of red figured calico were sewed at intervals on the remaining space, this was mounted, and to this banner the Sunday school paid reverence as the members tacitly pledged their allegiance to God and Country.

At Leslie one the same age was used as all gave the Flag salute. This one was made by Mrs. Clark Graves, an early settler, for a Fourth of July celebration. This, too, was of white muslin; instead of field, a young boy of the family had, with pen and ink, sketched a large eagle with outspread wings on a sheet of paper, and this was pasted in the center of the cloth, with thirteen big red stars sewed around it. As in the other case it represented the ingenuity of the pioneers, and served them as a symbol of patriotism as it was used in the Fourth of July parade.

Mrs. Harriet W. Casterlin of Mason has a Flag made by her brother, Kendall Kittridge, when he was a lad of thirteen, just before the Civil War. He could find no place where Flags were sold, but he had the right conception of its appearance as he no doubt had heard of the one planned by Geo. Washington and Betsy Ross. He sewed together his stripes of red figured calico and white muslin, made a field of blue denim and sewed on his white stars. This was carried in all the patriotic demonstrations so common "befo' de wah."

Just those three stories alone give us an insight into the home and community life when the pioneers worked

against heavy odds, and set us an example in thrift, ingenuity, patriotism and loyalty that has come down to us as a sacred legacy. And these stories should be preserved.

No historic spot in the county has been marked, though the committee has proceeded so far as to make a list of desirable places for markers. Lansing Chapter Daughters of the American Revolution, whose historical activities are always counted as a part of our county work, marked the grave of Ephraim Wheaton, a Revolutionary soldier buried in the North Stockbridge cemetery, on May 29, 1921, with appropriate exercises.

On May 28 (next Sunday), they will go to the Lane cemetery in Onondaga township, to place a marker in honor of Sergeant Major John Champe, one of Washington's aides. In the family lot is a small monument bearing his name with crossed swords above it, but he sleeps in an unknown grave in Kentucky. In the same family lot is buried Nathaniel Champe, who served in the War of 1812, and his wife who, when a young girl, acted as a spy in that war, for the U. S. forces.

Here, too, in this little rural cemetery lie six other heroes of 1812, while two others are buried in the Onondaga cemetery.

Onondaga people will assist in this ceremony, and it is expected that the school children will give the history of these 1812 soldiers as their work for the township society.

The work in Ingham County may seem of little account when compared with that of other counties,

but we are pleased to report that so many lines of work, greatly desired, are under way.

The Lansing Chapter D. A. R. expects before many months to erect a marker on the Okemos trail, also known as the great Mackinaw trail, in the township of Alaiedon.

AMONG interesting pioneer and historical sketches appearing in our exchanges recently are the following:

"Historical and pioneer sketches."—Williamston *Enterprise*, Apr. 19, 26, May 3, 10, 17, 24, 31 (Contents: State Capitol; M. A. C.; State Reform School for Boys; State Board of Health; Michigan Pioneer and Historical Society; the courts).

"Somebody gave away scheme and old Indian Chief was the goat, but history is mixed on this tragedy." By Charles R. Angell.—Belding *Banner-News*, Apr. 26, 1922.

"The Days of Old Lang Syne."—*Iosco County Gazette*, East Tawas, Apr. 27, 1922.

"Michigan Supreme Court records hold suit between county and township."—Pittsford *Reporter*, April 28, 1922.

"Milford in 1885. Items of interest from the *Times* files of that year."—Milford *Times*, Apr. 28, 1922.

"The History of Lake Odessa." Written by the Class of 1922.—Lake Odessa *Wave-Times*, May 5, 1922.

"Lovers' Leap, show spot of Mackinac Island, gets its name from plunge taken by daughter of Chief

at invitation of feathered spirit."—*Pittsford Reporter*, May 12, 1922.

"Michigan Indians knew about the Deluge, even though Noah and his Ark were not in their legends; tablets also tell the story."—*Pittsford Reporter*, May 19, 1922.

"Delicate girl leaves her life of comfort to teach first school in forest."—*Grand Haven Daily Tribune*, May 23, 1922.

"Pioneer days in Michigan."—*Elk Rapids Progress*, May 25, 1922.

"Kalamazoo jurist is held originator of state fair."—*Courier-Northerner*, Paw Paw, May 26, 1922.

"Michigan sounds war-call of bygone days." By Henry W. Wiltse.—*Detroit Free Press*, May 28, 1922.

"My Recollections of the Civil War Conflict." By Hiram Rix.—*Williamston Enterprise*, May 31, 1922.

"It may have been bravery and it may have been bluff, but whatever it was saved the life of this Indian brave."—*Northwestern Weekly*, May 19, 1922, also in the *Pittsford Reporter*, June 2, 1922.

"What became of Jennie Mills is Michigan mystery, which years have failed to solve."—*Northwestern Weekly*, Grand Rapids, June 2, 1922.

SECRETARY Lew Allen Chase sends us the following report, which is a model for terse statement of worth-while business:

The annual meeting of the Marquette County Historical Society was held at the Peter White Public

Library, Marquette, Tuesday evening, January 10, 1922.

The auditorium and exhibition rooms were crowded. A very complete exhibit of the industrial progress of the district, covering transportation, mining, agriculture, lumbering and other pursuits had been prepared by the Rev. C. J. Johnson, Historian of the Society, and attracted much interest. Arrangements had been made for the inspection of this exhibit by school pupils and the general public during a period of several days following the meeting.

Mr. J. M. Longyear, president of the society, made the long journey from his present home at Brookline, Massachusetts, to read a very interesting paper of reminiscences of the early days in the Upper Peninsula following Mr. Longyear's arrival in Marquette in 1873. Mr. John S. Pardee of Duluth gave an historical account of the Great Lakes-St. Lawrence Deep waterway. Mr. Pardee is one of the officers of the Tidewater Association.

The following officers were elected for the year 1922: President, J. M. Longyear; vice-presidents, Dr. T. A. Felch of Ishpeming; Mr. E. C. Anthony of Negaunee, and Mayor Harlow A. Clark of Marquette; corresponding-secretary, L. A. Chase, Head of the History Department of the Northern State Normal School, Marquette; recording-secretary, James Maynard, Marquette; treasurer, L. A. Melhinch, Marquette; historian, Rev. C. J. Johnson, Marquette; curator, Miss Olive Pendill, Marquette.

Experience had shown the desirability of amending the constitution of the society in several particulars. Two new offices were created, that of recording-secre-

tary to have sole charge of memberships, and that of curator to be custodian of the collections and museum. It is planned that the curator will open the museum and collections, which are housed on the second floor of the Peter White Public Library, Marquette, to occasional public inspection. As amended, the constitution carefully defines the duties of each officer. The corresponding-secretary will purchase documents, prepare programs, collect biographical records, and attend to correspondence. The Historian will collect material, chiefly antiquarian, prepare exhibits and have charge of the marking of historic sites. A number of such markers were placed at points in Marquette County, last summer, and there is abundant testimony that their presence has been much appreciated by visitors and residents of the district.

The corresponding-secretary reported that the card index of the books in the Peter White Public Library, containing matter relating to the Upper Peninsula, had been completed and that 175 biographical records of old residents of the county had been secured through the agency of students in the history department of the Northern State Normal School, using a questionnaire prepared for this purpose. A considerable number of books had been purchased, it being the object to secure all publications bearing on this territory.

The recording-secretary reported an aggregate membership of 343, of whom 268 reside in Marquette. The membership fee is one dollar per year and the constitution was amended so as to fix the life membership fee at fifty dollars. It is known that several such memberships can be secured.

The treasurer reported the total receipts during the year to have been \$862.47, and the total disbursements

\$737.64. The receipts include \$200 from Marquette County, and the disbursements include such items as metal filing cases, markers, stationery, books, clerical assistance in card indexing, and office supplies.

Articles of incorporation had been prepared by Mr. George P. Brown, city-attorney of Marquette, at the request of Mayor H. A. Clark, and it was voted to proceed with the incorporation of the society.

MISS OLIVE PENDILL, Curator of the Marquette County Historical Society writes:

Since the 1921 Annual Meeting of the Michigan Pioneer and Historical Society the following have been added to the library and museum collections of the Marquette County Historical Society:

Lake Superior Silver Lead Company, N. Y.

Final Report of U. P. Development Bureau.

Brief Account of the Lake Superior Copper Company, by an Original Stockholder.

Act of Incorporation and By-Laws of the Jackson Mining Company, Jackson.

History of the Catholic Missions among the Indian Tribes of the United States, by J. G. Shea.

1st, 2nd and 31st Premium Lists of Marquette County Fairs, 1883, 1884, and 1921.

Am. Hist. Ass'n pamphlet giving membership and Historical Societies in U. S. in 1896.

Newspapers, bound:

Lake Superior *Journal*

Lake Superior *News*

Lake Superior *News and Journal*

Lake Superior *Journal*.

Cleveland-Cliffs Iron Company, its Development and Resources, 1850-1920.

Legends of le Detroit, by Marie C. W. Hamlin.

Historic Green Bay, 1634-1840, by E. H. Neville, Sarah G. and Deborah B. Martin.

Report of Commissioner of General Land Office, 1868.

Report of the Mineral Resources of U. S., 1867.

Reports of the City of Marquette, 1919-1920.

Michigan Manual, 1863.

Michigan Manual, 1881.

Indian Tribes of the Upper Mississippi Valley and Region of the Great Lakes, Emma H. Blair.

Articles of Association of the Lake Superior Savings Ass'n Bank of the Village of Harvey, Marquette County, 1873.

Discharge paper of Civil War veteran of Marquette Co.

Photographs of persons and places in U. P. of Michigan.

Numerous programs.

200 Biographical Records of residents of Marquette Co. secured by history students of N. S. N. C.

United States Flag, 13½x24 ft. with 35 stars, which was purchased with the subscriptions of the people of the village of Harvey, Marquette Co. and raised on Fourth of July, 1864.

Letters have been written to Michigan Librarians in the effort to secure the services of one trained in Historical Library and Museum work that a simple system may be worked out for the filing of the collections of this society.

IN THE death of Mr. John M. Longyear of Marquette, the State has lost a citizen whose service to her historical interests was noteworthy. Mr. Longyear was president of the Marquette County Historical Society from its organization in 1917, and at the time of his death had plans well under way for the erection of an Historical building to house its collections and meetings and to serve other civic needs of the city and county. The Michigan Pioneer and Historical Society elected him an honorary member at its recent meeting in Lansing in recognition of these services actual and potential. In this number appears a well-deserved tribute to the life and work of Mr. Longyear who was one of the real pioneers of the Upper Peninsula. All will be interested in the following unpublished remarks which he made in welcoming the Michigan Pioneer and Historical Society to Marquette on the occasion of its meeting there in August, 1918. Mr. Longyear said:

"It is a great pleasure, on behalf of the Marquette County Society, to welcome the Michigan Pioneer and Historical Society to this historic spot. It is easy to believe that the first white men who came here,—those intrepid, enterprising French Jesuit priests who were the pioneers,—landed and walked upon the sandy shores of our Iron Bay. This city and county bear the name of the earliest of these, Marquette. The highest hill to the south of the city bears the name of another, Mesnard. Here was inaugurated the now mighty traffic in Lake Superior iron ore. The first discovery of Lake Superior iron ore was made in this county and the first ore removed from the vast deposits of the region was carried over the site of this city of Marquette.

"In the late 'forties' a small schooner, then probably

the largest craft on Lake Superior, cast anchor in Iron Bay and from it landed a crew of men who began what is now the City of Marquette. It was first called 'Worcester,' but subsequently renamed and called Marquette.

"In the first boat-load was a boy who lived to become Marquette's foremost and most widely-known citizen; the man who founded the library now housed in this building and whose name it bears,—the Honorable Peter White.

"Recent years have made history rapidly in this region. My own acquaintance with it began in 1873. Then the Lake Superior Iron Ore District was Marquette County. Except for the product of two small mines over the line in Baraga County all the Lake Superior iron ore known to commerce came from this county. 1873 was the great year of production up to that time. A little over 1,250,000 tons were produced and there were those who deprecated such swamping of the market. In forty-five years this trade has grown to more than 66,000,000 tons in a year and no man can tell what tonnage will be produced in future years.

"Since 1873 I have seen the development of five other great iron ore districts, or ranges, as they are usually called, in the three states bordering on Lake Superior and important industrial history has been made on all of them.

"In the year 1873 the schooner 'Pelican' carried from a Marquette dock a 'record' load of iron ore of 1,250 tons and many predicted financial disaster for such reckless increase in the size of lake vessels. Now, there are many steamers on Lake Superior which carry loads of 10,000 to 15,000 tons.

"Beginning at Marquette, the first railroad in the

Lake Superior region was built to the iron mines. It was about sixteen miles in length and would today be an insignificant enterprise, but in 1855-6 it was a tremendous undertaking, demanding great courage and faith from the builders. In 1873 this road had been abandoned for a more modern railway and equipment. Part of this first railway is now occupied by a county highway over which I hope you may ride during your visit.

"In this strenuous and distressful time, when the eyes of all mankind are turned toward the sights and scenes of the bloody, savage, noble, self-sacrificing, inspiring, depressing, history-making, daily, on another continent, it is a relief, occasionally, to turn to other scenes and to contemplate history of quieter times, the harsher notes of which have been softened by the passage of time. Say, such as we offer here.

"Indian legends have their sites near us and history encircles us here, and to these historic and legendary spots, in behalf of the Marquette County Historical Society, I bid you welcome."

AMONG THE BOOKS

RURAL MICHIGAN, by Prof. Lew Allen Chase, is to be published this fall. Prof. Chase is head of the department of history of the Northern State Normal School at Marquette, and a Trustee of the Michigan Pioneer and Historical Society. His interest and training in economic problems assure us of a scholarly book. The readers of this Magazine are probably familiar with Prof. Chase's *Geography of Michigan*, one of the most useful and teachable books on civics that we have seen. *Rural Michigan* will be published by the Macmillan Co., N. Y.

A DOCUMENTARY HISTORY OF AMERICAN INDUSTRIAL SOCIETY is in course of preparation for the Arthur H. Clark Co., of Cleveland. It will be completed in 10 volumes, in an edition of probably 1,000 sets. Obviously it should be in every public and private library where intelligent thought or discussion is given to present day commercial, labor and social problems.

A NEW volume by John C. Wright is just out, issued by the Michigan Education Company, Lansing. It is entitled, *The Great Myth*. These 170 pages make a fascinating story, about which Mr. Wright says in his introduction:

A few years ago a Chicago gentleman and his wife spent several months at a northern resort near which there dwelt the remnants of a tribe of Ottawas. The couple made numerous visits to the Indian settlements and became greatly interested in the local legends and traditions. While making these trips their curiosity was especially aroused by the frequency of the mention of the name of Na-na Bo-sho. Always in their investigations and inquiries it appeared; in fact, they heard so much about this Wonder-Worker of the Algonquin tribes, that they determined to learn all they could concerning him.

At one of the hotels in the neighborhood, the lady one day related her experience to a friend and casually asked if he could give her any inkling or information that might assist her in her search.

"It appears that all Indian lore centers around the figure of Na-na Bo-Sho," she declared.

"Everywhere we go among the Indians they have

something to say about him—some wonderful story to relate. I wish I might find someone who could tell me his whole history. It must have been a remarkable one and I am so interested in the matter."

An old French-Canadian guide, who happened to be sitting nearby, overheard the conversation. Arising with hat in hand he approached the lady and asked:

"You want to find out 'bout Na-na Bo-sho?"

"Indeed I do," replied the woman turning toward him. "Do you speak Indian? Do you know any reliable party who can tell me his story?"

"I know all 'bout him, me, myself," assured the guide. "On my house is paper Frenchman write long, long time 'go zat geeves ze life of Na-na Bo-sho."

This information served to greatly excite the woman. "Oh, I must see it!" she exclaimed. "Certainly something has been written about this remarkable person. I shall be so glad to examine anything you may have upon the subject."

She thereupon employed the old guide to take her to his home and show her the paper in question.

It proved to be an age-worn, French manuscript, probably written by one of the early voyageurs in the northern lake region. It purported to be the true story of Na-na Bo-sho, the Miracle Man of the Algonquins, as told the writer by the Indians when he first came to the New World.

The manuscript was purchased by the lady and her husband, and though some of the pages were badly torn and effaced, a transcript was made. "The great Myth" was the result.

MICHIGAN, THE GARDEN, THE WORKSHOP AND PLAYGROUND OF THE NATION, is the title of a six-page pamphlet issued by the State Department of Agriculture in collaboration with the Lansing Chamber of Commerce.

The booklet will be given nation-wide distribution under the direction of the Lansing Chamber of Commerce, which believes it will be instrumental in bringing to the attention of people in other states the desirability of Michigan as a State for the founding of homes and launching of business and industrial enterprise.

In the introduction of the booklet, the reader is told that Michigan "holds thousands of square miles with climate and soil equal to the finest prairie in the country—virgin cut-over land which is still ringing with the sounds of the axe.

"A land with nearly 200,000 farms among which are some of the most fertile and oldest homesteads of the middle west. A land which has every advantage of being close to the large manufacturing centers, with values untouched by the inflation which has gripped the other farm lands of the country."

Then follow more than 100 pertinent facts about Michigan and its cities, such as population, area, shore line, climate, railroads, educational facilities, its mammoth industrial plants, agriculture, parks, and the popularity of the State with tourists in summer.

THE INLAND LAKES OF MICHIGAN, by Professor I. D. Scott of the University of Michigan has just been received in the office of the Geological Survey Division of the Conservation Department at Lansing.

This publication is the result of several summers'

study of the lakes of Michigan by Professor Scott authorized by the former Board of Geological Survey. The studies were made under the direction of State Geologists R. C. Allen and R. A. Smith. The book contains careful description of the origin, history and present conditions of the lakes, their basins and shores, especially of the large lakes of the State and brief reviews of many of the smaller important lakes.

Tourists, students and teachers of physiography and owners of lands adjacent to the lakes will find the book interesting and valuable. It is copiously illustrated by excellent half-tones and many drawings.

Publications of the Survey are sent gratis to citizens of Michigan for postal charges only. The publication on the Inland Lakes is Publication 30, Geological Series 25, of the Michigan Geological Survey, and may be obtained by addressing the office of the State Geologist.

MICHIGAN BIBLIOGRAPHY has just issued from the press, prepared by Floyd Benjamin Streeter.

The purpose and scope of this work is expressed as follows in the preface, written by the editor of this Magazine as secretary of the Michigan Historical Commission, under whose supervision the work was done.

Few States in the Union are more diversified in resources, development and history than is the State of Michigan in the heart of the Great Lakes region, and its varied life has produced an enormous and bewildering mass of printed and manuscript materials expressive of this growth,—materials indispensable to the professional investigator, but equally so to the

casual writer, the newspaper man, the club woman, the speaker, the lawyer, the preacher, the student, the citizen, in search of information upon any one of thousands of subjects. These materials, at first widely scattered in the places of their origin, have been partially collected into libraries and other depositories. Yet it is often not easy to learn in what libraries they are or what is their nature and extent. To make this easier is the bibliographer's task, and a patient and laborious task it is.

Starting with the purpose of making a complete bibliography of Michigan, it later seemed best to limit the work to certain definite lines. This was imperative, on account of the vastness of the material, if the work was to be held within reasonable limits. The decision was made to cover the titles of all printed materials, maps and atlases relating directly to Michigan included in the Library of Congress, the Detroit Public Library, the Grand Rapids Public Library, the Michigan State Library, the General Library of the University of Michigan, experiment station bulletins in the Library of the Michigan Agricultural College, and the maps in the Port Huron Public Library and Library of the State Historical Society of Wisconsin,—also the manuscript materials in the Burton Historical Collection,—all Michigan materials accessioned in these libraries before July 1, 1917.

These sources have provided the work with 8,643 entries, including a thousand maps and atlases and two thousand volumes of manuscript. They do not however include much of the materials in newspapers, magazines, books of exploration and travel and separate items in many other classes of publications. It is planned to cover these in succeeding volumes, together

with materials from other libraries and scattered materials from the general field. Indeed any scope decided upon for a given volume or volumes of a bibliography must necessarily be tentative, since new "finds" are constantly coming to light and "the making of books and records" ceases only with time. (Michigan Historical Commission, Lansing, 1921, 2 vols.; free to public libraries, schools, and institutions; to individuals \$1 per volume.)

A SHORTER HISTORY OF ENGLAND AND GREATER BRITAIN, by Arthur Lyon Cross, Ph. D., Richard Hudson Professor of English History in the University of Michigan.

The author's viewpoint is stated in his preface: "The present work is a shortened form of the author's History of England and Greater Britain, brought up to the beginning of 1919. Four chapters have been added, two of which aim to re-survey the relations between the Mother Country and the Self-governing Dominions beyond the seas and British foreign relations from 1870 to 1914, and two of which seek to describe the activities of Britain and Greater Britain in the World War, as well as the problems of government and administration which the War involved."

This "shorter" History however occupies about the same space as the earlier volume, the difference being that minor political matters have been pruned away to make place for four new chapters on recent events, and for earlier events specially significant for the new perspective projected by the Great War.

In its present form the volume is more teachable, and more serviceable to the public. It shows the same care and scholarship of the earlier work. The narar-

tive is well balanced, and proper emphasis is placed on industrial, intellectual and religious conditions. The style is pleasing to the general reader, though the work is intended primarily for introductory courses in college. It is unquestionably the best single volume in print covering the entire field of England and Greater Britain (Macmillan, N. Y., 1920, pp. xxviii—942, \$4.50).

THE FUNCTION OF IDEALS AND ATTITUDES IN SOCIAL EDUCATION, by Paul Frederick Voelker, Ph. D., President of Olivet College, Michigan.

This experimental study in the function of ideals as agencies in the control of conduct was made by Dr. Voelker at Teachers College, Columbia University. It is based upon the fundamental postulate that "social education is a business of prime importance to the life of a democracy." Respecting the actual practice of our generally accepted principles of formal education in relation to present problems of democracy, President Voelker makes this cogent statement:

"It is a curious fact, however, that while the importance of social education is universally admitted in theory, in the actual practice of our schools it does not receive the emphasis which it deserves. It is true that from the beginning of our public school systems in America, the general aim of education has been preparation for citizenship. At least this has been the implied aim; this has been the reason for levying taxes for the support of public schools. But this general aim has gradually been subverted into the more individualistic aims of imparting cultural knowledge or of developing vocational skill as a means of giving advantage to

individuals in their struggle of existence. To-day the avowed purpose of the schools is service in the interests of individuals, their method is utilization of individual effort, and the motive to which they most frequently appeal is individual success. Individual efficiency is the primary product; social efficiency is the by-product of our educational systems. Whatever social efficiency we have achieved has depended largely upon accidental influences, such as the personality of the teacher, the traditions of the playground, the informal education of the home, the church, the neighborhood, and the street. The net result of our formal education has been enlightened self-interest; social motivation has been neglected. We have given little attention to the development of group loyalty, initiative, and co-operation, which are the raw materials out of which good citizenship is made. The result has been that the more efficient our schools have become as individualizing agencies, the more have they tended to weaken the social order which they were organized to perpetuate. Many of our present problems are probably the actual result of our individualistic education."

A general idea of this volume's interest for the general reader may be gained from bare mention of such topics as "The ideal of trustworthiness," "Loyalty," "Social Service," "Social Sympathy," "Social Conscience," "Social Co-operation," "Social Initiative," "Social Justice," "Social Control," "Tolerance," "Reverence," "Faith," topics treated in the first chapter.

In another chapter Dr. Voelker takes up the generally accepted assumptions of present educational practice,—that social education can best be given in a social environment; that standards should be built

up within the group and not imposed from without; that every modification of the standards of the group and every moral readjustment in the minds of the individuals composing the group can best be brought about by means of grappling with vital issues; that the positive social virtues can best be strengthened by means of actual participation; that group motivation is the only valid means of overcoming the individualistic tendencies of mere learning; that the virtues of the small group should be strengthened and used as a basis for the strengthening of the virtues that will be useful in the larger group; that the limits and the conflicts between the small group and the large group relationships must be clearly defined and situations must be provided for solving problems in which such conflicts occur; that the personality of the teacher or leader is a fundamental factor in the establishment of standards and traditions; that mottoes, slogans, shibboleths, taboos, and other words or phrases in unifying or organizing for each individual the standards which he is accepting, are of high utility; that the best way to build an inhibitive habit against an anti-social practice, is to associate the practice with dissatisfaction or annoyance; that ideals and attitudes are generalizations of specific habits; and finally, that ideals are best strengthened through emotional experiences.

A chapter is devoted to setting up the hypothesis that "ideals and attitudes are among the resultants of education and that their function is to guide, control, and stabilize human conduct;" and to pointing out that "this hypothesis is in agreement with the opinion of the majority of the world's educators, with the known laws of nature, and with the laws of learning

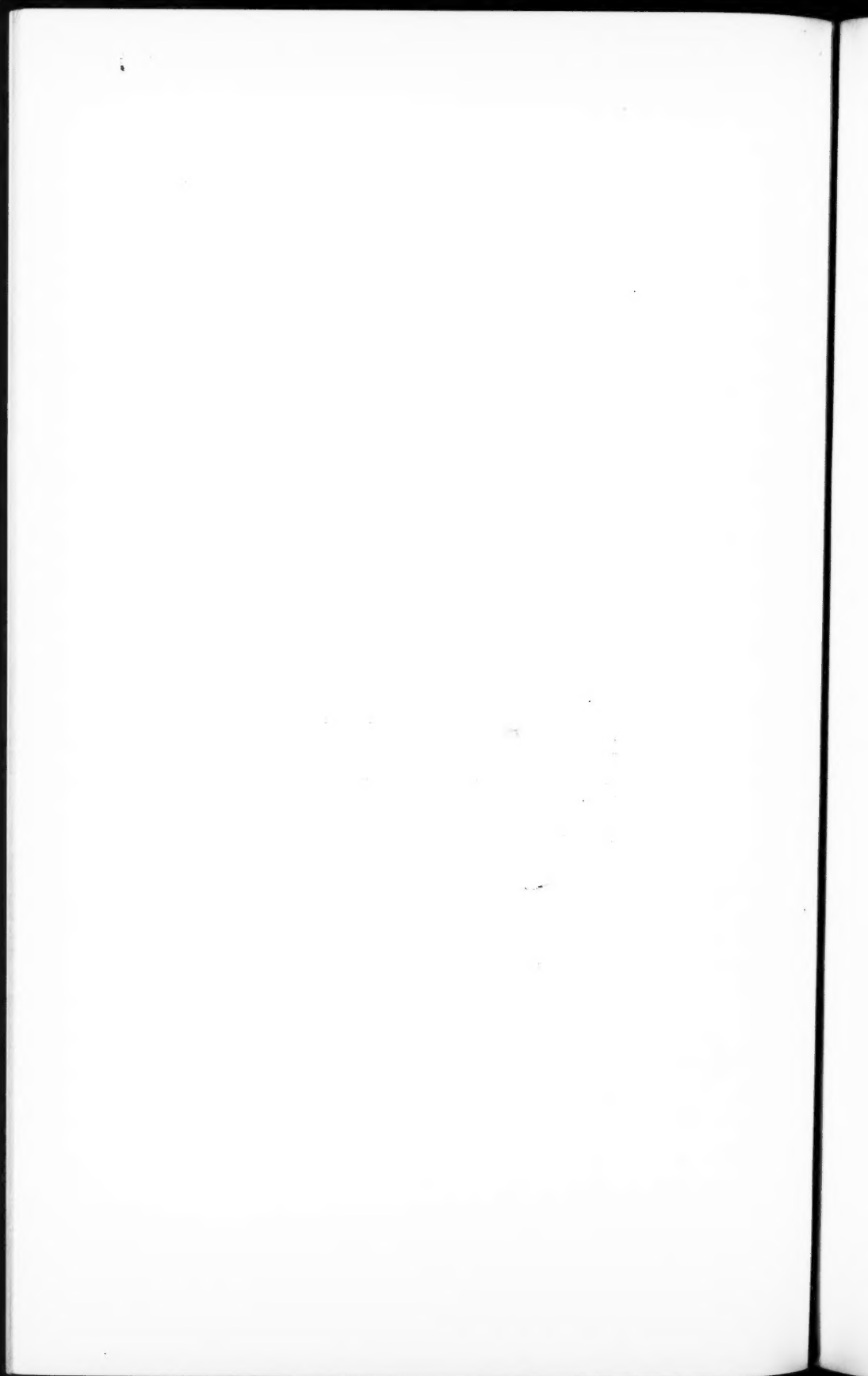
in so far as they are understood." Another chapter sets forth the experiments by which the proof is obtained.

Altogether, a serious and careful piece of work deserving of study by all who are interested in one of the most powerful modern trends of education (Teachers College, Columbia University, New York City, 1921; published also as a Bulletin of Olivet College, Michigan).

MICHILIMACKINAC

BY WARREN W. LAMPORT
LAKE CITY

Sleeping, sleeping as an infant
On its mother's breast,
Lie at last the laughing waters,
Gently hushed to rest.
Softly, softly as an angel
Through the heavens wide,
Steal the sunbeams of the morning
O'er the northern tide.
Suddenly above the waters,
Broad and high and steep,
Springs an island full of beauty,
Fairest of the deep.
And the redmen gaze in wonder,
Shouting at the sight,
"Michilimackinac! our new home!
Manitou's delight!"
Michilimackinac! Fair Island!
Worthy of thy fame!
Fitting is it all our northland
Shares thy honored name.
Here of old the Queen of Beauty
With a lavish hand
Scattered far and wide her treasures
Over lake and land.
Busy Romance too has left us
An abundant store,
Equaled only by the wealth of
Legendary lore.
Michilimackinac! the Muses
In a thousand songs
Could not sing one-half the glory
That to thee belongs.



PAPERS

2021

HOW WHITE LAKE WAS NAMED

BY KENNETH G. SMITH, M. E.

(State Department of Public Instruction)

LANSING

FOR many, many years before the early explorers with their Indian guides had paddled their canoes along the eastern shore of Lake Michigan, White Lake lay hidden behind a screen of pines and birches. Its surface, like that of all the Great Lakes, was a little higher than at present and a low rounded sand dune covered the spot where now the government channel enters. The river forming the outlet wound its way beneath a canopy of vines and trees following the course of what is now called the "old channel" and emptied into Lake Michigan at its present mouth.

The lake lay undisturbed in its solitude except for an occasional Indian hunter or a prowling war party of Iroquois. It was wondrously beautiful in those days: a crystal sea, lying in a setting of white birch trees backed by the dark green of the sombre pines. On the bright spring afternoons its surface was like a mirror and reflected perfectly the glistening sentinel sand

On an old French Map of 1726 White Lake appears as La Riviere Blanche, the White River. The lake was then considered a widening of the river as was the case with the lakes at the mouth of the Muskegon and Grand Rivers. We know that the name was given by the French explorers and that it is a translation of the earlier Indian name. We also know that in the spring of 1675 Father Marquette and his companions coasted along the eastern shore of Lake Michigan on their return from the country of the Illinois. The old records tell us that the Father saw visions and communed with the saints and angels for a time before his death, which occurred near Ludington at the mouth of the river which bears his name. That he camped at or near the old mouth of White River it is at least reasonable to suppose. As for the rest—well that is for those who know White Lake to judge.

dune at the end and the white-clad birches along its banks.

On just such an afternoon three birch bark canoes came up from the south along the shore of Lake Michigan. As they came to land one was seen to be manned by Frenchmen and the other two by Indians. As the two Frenchmen beached their canoe, a third man was visible resting on a roll of skins in the bottom. As his companions stepped out he half rose and asked, "How far is it to St. Ignace, Pi  re?" "It is yet many leagues, father, but let us camp here tonight and rest." "I pray to the Holy Virgin that I may see my mission at St. Ignace before I die, yet I would gladly stop for I am weary with the journey," replied the elder. As he rose slowly to step from the canoe one recognized at once the long black robe and crucifix of the Jesuit. It was Father Marquette with his two companions, Pi  re and Jacques, returning from his second journey to the country of the Illinois, weakened by hardships and privations, struggling with all his remaining strength to reach his little mission at St. Ignace before he died. Gently his two companions helped him up the beach and seated him on a bear skin robe spread upon the sand.

Jacques busied himself making camp, but Pi  re, ever eager to explore, paddled the canoe into the mouth of the river and up the channel beneath the overhanging trees and vines. Reaching the point where the river broadened into the lake he turned back to the camp. The sun was still an hour high. Father Marquette lay stretched upon the ground in his favorite posture beneath a little shelter of green boughs erected by the faithful Jacques. Not a word of complaint escaped his lips. On the contrary he consoled and

comforted his companions assuring them that God would watch over and protect them to the journey's end.

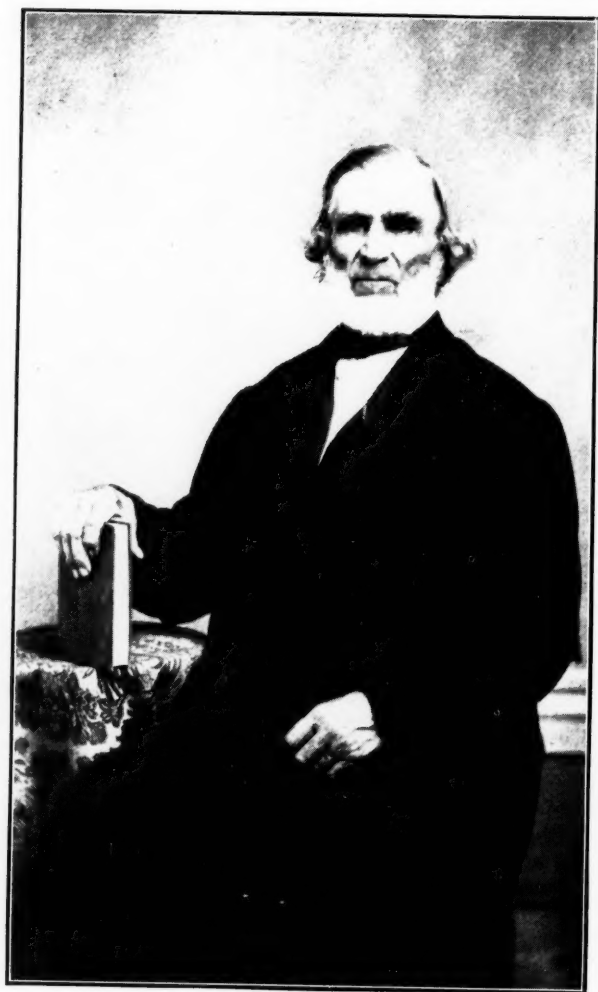
As Pièrre came down the little stream and landed, Father Marquette roused himself from a half slumber and murmured "*Maria mater gratiae, mater dei, memento mei,*" Pièrre stepped to his side, "Do you feel stronger, father, this bright spring day?" "I do, my son, and yet I know my end is not far distant. I find comfort in thinking that the waters of this mighty lake are held in the hollow of His hand. This shore though strange and new to us has been His from everlasting to everlasting. But the vastness of this lake of the Illinois oppresses and wearies me. I love the little lakes and rivers better. Pray, where does this little river lead? Did you follow it any distance?" "I did, father, and it broadens into a lake of wondrous beauty just beyond the sand hills there, the shores of which no white man has ever trod. Would it rest you to see it?" "My son, I am weary of the leagues on leagues of water and I fain would see this little lake and river if 'tis not too far." "But a bow-shot, father, just behind the trees."

With Father Marquette half reclining and half sitting in the bow of the canoe, Pièrre paddled back up the little stream into the lake. They reached it just as the rays of the setting sun came over the rounded dune and fell glittering upon the surface of the lake. The dune itself shone with a dazzling whiteness. Father Marquette gazed long upon the scene. "Pièrre," said he, "it reminds me of the words of the Blessed St. John, 'And he showed me a pure river of the water of life clear as crystal.' Surely this must be like to the river he saw

in his vision." Again he gazed through half closed eyes. The sun sank lower and its level rays illumined the white birches across the lake. Suddenly he leaned forward. "They beckon me," he said. Pièrre started. "Who beckon father?" "There on the farther shore, those in white, do you not see them?" Pièrre shaded his eyes and looked. "I see nothing but the birches and pines, there is no one there."

Father Marquette settled back upon his couch. "It was a vision, my son. Methought I stood upon the shore of the crystal sea that lies before God's throne surrounded by the white-clad throng. They beckoned me to come and I fain would have followed. It was only a vision, Pièrre, only a vision. Let us return." Silently Pièrre drove the canoe down the little river to the mouth. Jacques and his companions were eating their evening meal. Father Marquette could eat nothing and lay beneath his shelter in silence.

After the sun had disappeared in the surface of the lake he called Pièrre to his side. "What is the little river called, my son?" "Jacques and I were just talking of its name, father. The Indians call it Waubish-sibi, the White River, because of the white clay at its mouth." "Waubish-sibi, La Rivière Blanche," said Father Marquette slowly, "it is well named, my son. To me it is La Rivière Blanche, 'the river of the water of life,' for here the Holy Virgin sent me a vision of the white-robed throng I soon must join. Pièrre, I shall not reach St. Ignace. To me has come that clearer sight vouchsafed to those whose end is near. I have glimpsed the farther shore. Credo quod redemptor meus vivit. Goodnight."



RIX ROBINSON

RIX ROBINSON, FUR TRADER

BY MRS. MARY F. ROBINSON

GRAND RAPIDS

RIX ROBINSON was born in Mass., Aug. 28, 1792. His father's name was Edward Robinson, and his mother's was Eunice Rix, hence he bore his mother's maiden name. He was tall, had a dignified manner, and was well educated and agreeable. In 1814, then a young man of twenty-one years of age, he left his home where refinement and education had smoothed a way to a life free from toil and privation, for a trial of frontier life. He was in school at the time, and was within three months of graduating from the Law Department, which would have admitted him to practice at the bar. At this time something happened, which was of an entirely personal nature; he determined to abandon the brilliant prospect as a lawyer, and launch out upon the uncertainties of what might be developed in the West.

He was twenty-six days en route from Buffalo to Detroit, where he entered into partnership with a Mr. Phelps. They were to do business as sutlers to the United States troops stationed there, supplying the troops with provisions as they went from post to post along the frontier; they also traded with the Indians.

His father had given him \$1,000 in specie, which he exchanged for bank bills at an advance of \$80, with which amount he went to New York and made his purchases as his investment in the company's business.

After two years of varied experiences in profit and

loss (mostly loss), he closed this partnership venture, by taking old notes amounting to \$2,500, only one of which was any value at all, against a well known operator at Mackinac, Michael Dousman, in addition he took \$100 in specie as his share of the Company's assets. With this and what he received on the Dousman note, he went to St. Louis and invested in tobacco, from which he realized enough capital to enable him to make a small beginning in trading with the Indians. This enterprise was quite a success, so he established a trading post at the Calumet in Illinois, near the head of Lake Michigan, among the Potawatomis and Kickapoos in 1817, on the Illinois River twenty-five miles above its mouth in 1819, at Milwaukee in 1820, and at the junction of the Grand and Thornapple rivers in 1821.

During these years the yearly journey was made to and from St. Louis by canoe and barge, following water courses and across the land as was the manner of the Indians in their travels, a slow and tedious process, to obtain his supplies of merchandise and to carry back the results in furs and peltries.

When Mackinac became the central depot of the American Fur Company for the Great Lakes, he found it much more convenient to patronize that market, as it could be reached by coasting along the shores of Lake Michigan, with what were called bateaux. This style of craft soon went out of service. The voyages of these bateaux along the lake to and from Mackinac, carrying the heavy freightage of this commerce of the Lakes, was the great event of each year, not only to the trader, but to the many tribes of Indians that then peopled the entire Northwest.

These boats were light and long in proportion to

the breadth, and wider in the middle than at the ends. They were rigged with wide-spreading sails, to catch favoring winds. Sometimes the oar had to be used for propulsion, and each boat would be manned by a crew of from eight to twelve voyageurs, generally French Canadians, and one principal who acted as steersman, captain and general supervisor of his craft and men. We can imagine from ten to thirty of these bateaux starting out some bright morning on their return to those distant posts in what are now Illinois, Wisconsin, Iowa and Minnesota, up the Mississippi and Missouri to the hunting grounds of the Indians, the Stars and Stripes streaming out from each flag staff on the stern, oars manned by stalwart men who kept even strokes to the song sung by a leader, and all joining in the answering chorus. All this was not soon forgotten by those who witnessed the sight.

During all this time Rix Robinson seldom had a companion other than the Indians, except a trader or a prospector. Neighbors, we might almost say, they had none; to the north none nearer than Mackinac, to the west the lonely Lake, to the east two families in Kent County, to the south thirty miles off, one family.

The arrival and departure of Rix Robinson's fleet of bateaux to and from Grand River, once a year, was the grand event to break the monotony of frontier life along the valley, from 1821 to 1834.

In 1821 Rix Robinson was the first known white man to locate in Western Michigan. One of his most important posts was at the junction of the Grand and Thornapple rivers, where the village of Ada now stands. At that time there was not even a spot marked in

the wilderness where Grand Rapids now stands; and where Ada is, was a favorite place for the Indians to hold their annual corn feasts and pow-wows. Lowell was another place.

In Ada he built his little cabin home among the Indians, and established friendly relations which were never broken. In September, 1821, on one of his northern trips, he married an Indian woman, the daughter of an Ottawa Chieftain. This marriage was not for life, but for a number of moons (I think one hundred or more), according to the custom among the tribe. A son was born to them March 5, 1825, at a point between Muskegon and White River, known then as Duck Lake. He was named John Rix Robinson, after his father and his Uncle John.

When he was six or seven years old, his father and mother were divorced in accordance with the Indian law. He was then placed in the family of the Lasleys at Mackinac, where he remained until ten or twelve years old, when his father brought him to Ada. Before this he had attended the Mission School, and had made good progress. He was kept in school here until he had obtained a fair common school education. He became what you may call a fast young man. The dollars that his father had saved, he spent with as much ease as the young man of the present time. His father helped him into business, as he certainly possessed business qualifications. He conducted the experiment so long that it cost him many thousand dollars, and he gave it up. It seemed as if with him, life was a failure.

In 1848, the community was surprised with the news that John R. Robinson had eloped with Lucy A. Withey

daughter of Gen. Solomon Withey. They were married at Grandville, and lived together happily until her death, which occurred April 8, 1884. One daughter and four sons were born to them; only two, James B. and Eva lived to grow up.

In 1869 while living in the northern part of the Lower Peninsula, he attended revival meetings and soon professed himself converted. Those who knew his former life had very little faith in its lasting; but a still greater surprise followed, when he announced that he was about to enter the ministry. His father made this remark: "I will give him three years to lose it all, and become worse than ever." But not so. Instead of being worse, his faith grew stronger, and he was instrumental in converting his dear father in his old age. For more than twenty-five years he led an exemplary Christian life. His life was an example of what Christian faith can do.

His remains lie in a little cemetery at Shepherd in Isabella County, away from his kin. He died poor. He loved his father, and it was his wish that when his remains were committed to earth, they should be by the side of his father.

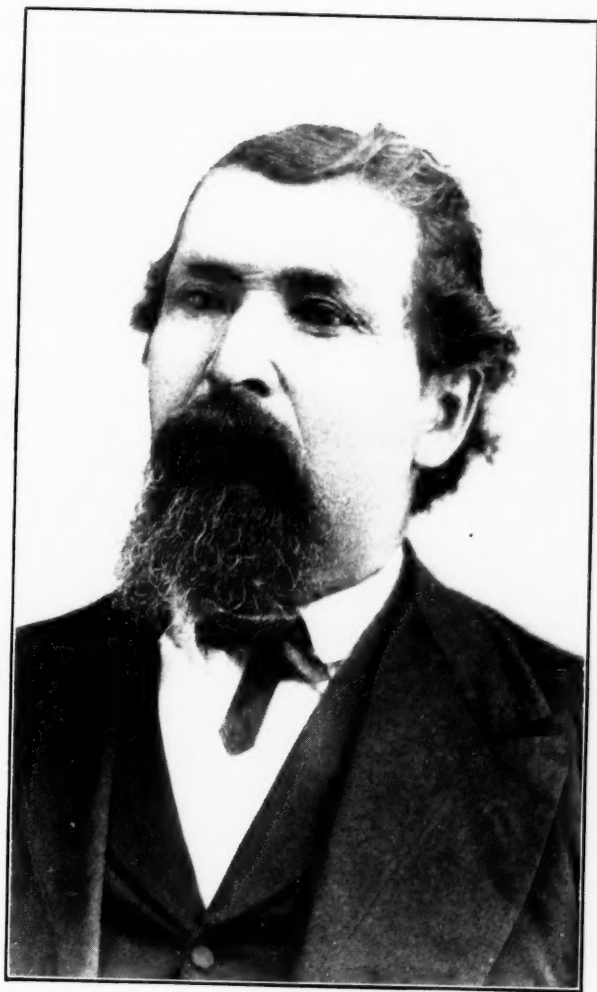
These sketches of the career of Rev. John R. Robinson that I have given you, I took from a clipping my father had saved. I think he must have cut it from a Grand Rapids paper several years ago. They were given in Ada at a pioneer gathering, by attorney George White of Grand Rapids. He said, "For all that I have told you of his career, I am indebted to his own statements, made to me on Dec. 26, 1884, and now that his lips are closed in death, they are our only source of information."

Rix Robinson's second marriage was more romantic. He was making a trip among the Saginaw Indians, and in some manner he offended one of the chiefs. They made him prisoner and after abusing him shamefully, and having all kinds of fun with him, they threw him into the river, where he would have perished had it not been for another chief's daughter, who rescued him and took him to her wigwam where he was nursed back to life again. He rewarded her kindly acts by marrying her. He took her to his little cabin home in Ada, where she lived until her death. Her picture shows that she was a good looking woman, dressed very well; she was also an industrious and model housekeeper.

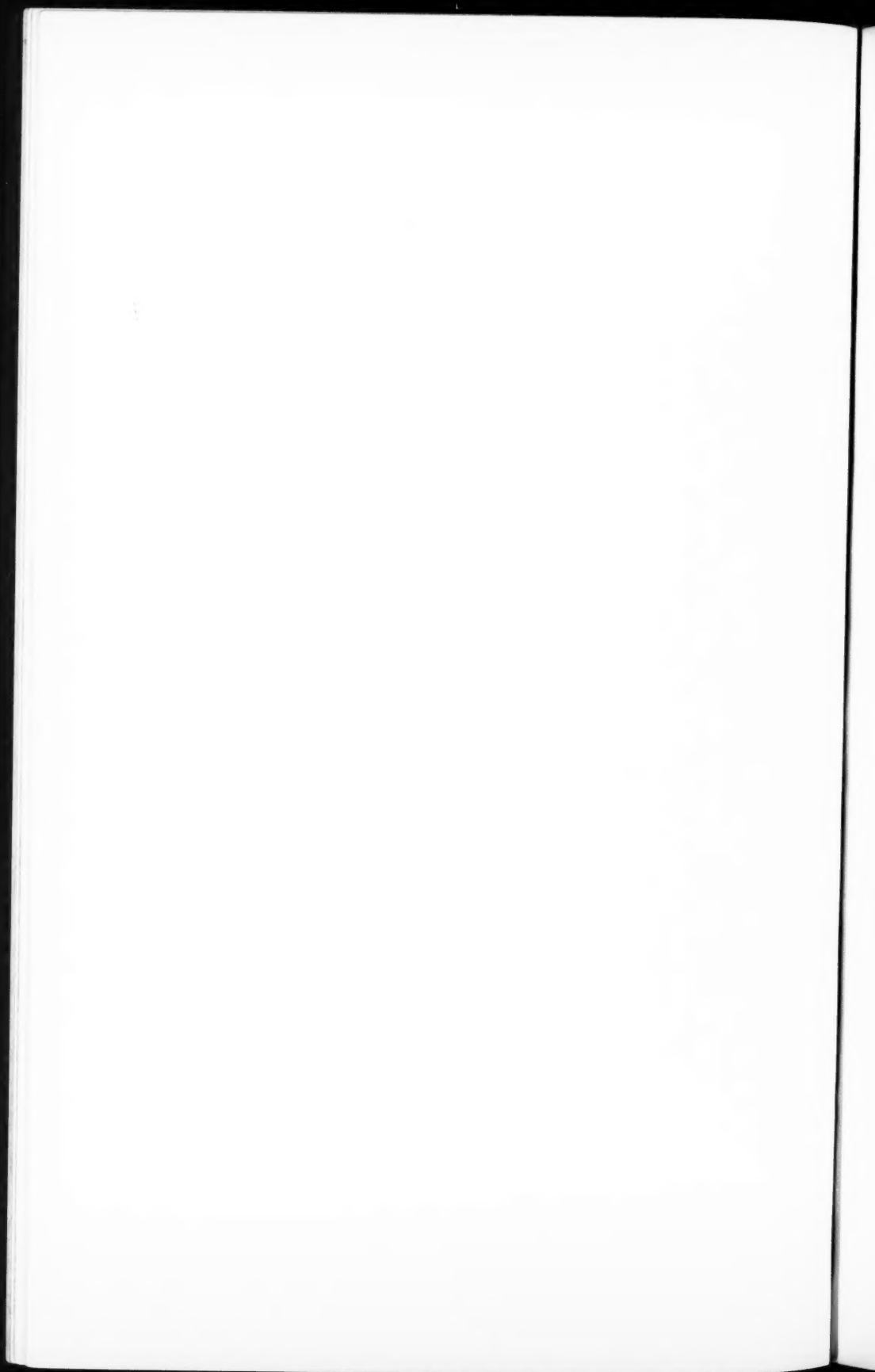
In 1825 Rix Robinson was located as Indian trader with his principal station at Ada in Kent County, and he had several other stations, among which was that at Grand Haven, at the mouth of Grand River.

The Rev. Wm. Ferry, who had been a missionary among the Indians at Mackinac, together with his family and all his interests came to Grand Haven to make it his permanent home. We might say he was the first white settler who came with his family to stay. They landed Sunday morning, Nov. 23, 1834. As it was Sunday, none of their goods were landed, but in Rix Robinson's log store, like the pilgrims two hundred and fourteen years earlier, they united in solemn worship, Mr. Ferry took for his text, Zachariah, 4-10, "For who hath despised the day of small things?"

The first act was an act of prayer and praise, thus consecrating the future village and city to God. They stopped with Rix Robinson during the winter, and



JOHN R. ROBINSON



twenty-five persons lodged in the log store, which was 16 x 22 feet, part sleeping in the loft and others in a vessel that wintered in the harbor. He and Rix Robinson were the founders of Grand Haven.

In 1835 seven brothers of Rix Robinson, together with their families, forty-four in number, emigrated from Cayuga, New York, by way of Detroit, Mackinac and Grand Haven. One brother, Dennis Robinson, remained in New York.

When they arrived in Detroit, there was no boat in readiness for them, so they had to be patient and wait two weeks for one that was building to be finished. The name of the vessel was St. Joseph. This was the first sailing vessel to enter the harbor at Grand Haven. It certainly must have been a grand sight to the Indians who watched it as it sailed into the harbor. While the crowd of half nude Indians were admiring the grandeur of this sailing boat, the women passengers were wondering how they could ever live with such uncivilized human beings as these Indians appeared to be.

This colony of Robinsons, of which my father, Hiram Robinson, was a member, but only two years old at that time, stopped but a short time at Grand Haven. They secured from Detroit a scow boat, or poleboat as they were sometimes called, not quite so grand and convenient as the sailing vessel, but they were very glad and thankful to get it, and when their families and goods were loaded, they poled up Grand River in search of a desirable place to locate. Some stopped off near Grand Haven, others ten miles from the village. When the township where they located was organized it was named Robinson, in honor of them, as they were among the first settlers.

My grandfather, who was Rodney Robinson, and

his brother Lucas, brother of Rix Robinson, poled farther up the river, and landed at what is now Bass River, in the township of Robinson. Here they found a little log cabin which had been used for a trading post, and in this small hut the two families lived until they could secure their land and build a double log house.

My father's sister, Mrs. Clarinda Stocking, who was a little girl seven years old at that time, remembered well the two years spent on the bank of Grand River, then a dense forest of heavy pine timber, inhabited by Indians and wild beasts. She told me a few incidents of their pioneer life while there which I will try to relate. The land on the south side of the river had just come into market and the land office was located at Kalamazoo. Grandfather and his brother were determined to buy some land, so providing their families with plenty of food and enough for themselves, they each secured an Indian pony and set off for Kalamazoo. It required two weeks to make this journey on horseback. There were no railroads then, not even wagon roads, nothing but Indian trails. There were no farms or villages along the Indian's highway, nothing but wigwams and howling wolves, which were his only marks of civilization. They had fresh venison steak for the deer were numerous, and as they had their guns they could kill one very easily and broil their steak before a fire, not lighted with a match, but with the spark from the flint, or by firing off their flintlock guns.

I imagine they must have enjoyed their trip quite as much if not more than they would have done if they had ridden in a palace car.

However they were having a more enjoyable time

than the families left behind in the little hut. The first night after they left, grandmother and her sister-in-law before retiring for the night were very particular to see that the door and window of the cabin were securely fastened, as they were afraid of the Indians and wild beasts. They retired for the night with a feeling that all was safe, and slept soundly until morning. When they awoke they discovered that they had a lodger. Some wayfaring Indian, who had been in the habit of lodging in the hut, did not know it was inhabited by palefaces, and had found an entrance. Although they were sure that all the openings were closed and fastened, there must have been one that they did not find, and the Indian found it without any trouble and without awakening them. He rolled up in his blanket and lay down on the floor (or ground I should say, as the cabin had no floor) and had a good night's rest. When he awoke, to his surprise palefaces had possession of his hut, and Mr. Indian put on his blanket and went away peacefully. He realized that the women and children were frightened, but he could not apologize, as he could not speak the paleface language.

Grandfather and his brother secured their land and returned to the cabin where they had left their families. They found them all there and well. I know these two weeks were very long and lonely ones for grandmother and her sister-in-law. Grandfather and Uncle Lucas built their double log house and moved in before cold weather came. My father's brother Lucas was born in this log cabin (Little Luke he was called). The country did not please them, as they were looking for land suitable for a farm. They did not care to invest in the pine forest, as the value of lumber was almost nothing at that time. I often heard my father

Hiram Robinson, tell about a lumbering job his Uncle Ira Robinson, who lived in Robinson, did one winter. He cut and put in the river, 996 pine logs for the Grand Haven Company, at 50 cents per log. The company failed to buy, and the logs lay for several years in the river, and were finally sold for one barrel of flour and two barrels of pork,—a whole winter's work for one barrel of flour and two barrels of pork. 996 pine logs would buy a good many barrels of flour and pork now!

After the treaty with the Indians at Grand Rapids, a land office was established at Ionia, and the lands on the north side of Grand River came into market. The two brothers decided to push farther up the river, so they chartered another scow boat, and loaded their families and goods and poled up the river to what is now the village of Lowell, a distance of fifty miles, where they secured land on the west side of Flat River. On the east side of the river was quite a large Indian village. They got away from the pine forests, but not the Indians. Here they built log cabins and began pioneer life again. This was in 1837.

Uncle Rix Robinson could speak several of the Indian dialects very well, and the Indians said that he could talk Indian better than the Indians themselves.

Through a long life he held a front rank in the history of this State. He was a man of pure integrity, with a wonderful control of those with whom he moved. He was an honorable and esteemed representative of that class of men who so many years ago dared to open the way to civilization in the Northwest.

The welcome the savage tribes gave the early settlers was due to his control over them. His name stands as one of the foremost of those who have held positions of trust and honor in our State. With truth

and honor as a ground work of his character, he fulfilled every demand upon his manhood.

In 1873, at the age of 81, at his home in Ada, his eventful life ended, as it had been lived, without fear and without reproach.

INCIDENTS OF PIONEER LIFE

BY MRS. ALZINA CALKINS FELT

MASON

IN September, 1841, Caleb Calkins, with his wife and six children, Edwin, Edmund, Alzina, Caroline, Dimis and Daniel (an infant in his mother's arms) with Sherman Fletcher and his wife, Fanney (Piper) Fletcher who was a half-sister of Mrs. Calkins, started in an emigrant wagon, drawn by a good team of horses, from the old home in Alabama Township, Genesee County, New York to the new one in an almost unbroken Michigan wilderness, to carve out for the future generations a home of which they might well be proud. Their household goods had previously been sent from Buffalo by boat to Detroit where they were transferred to a train and shipped to Pontiac, the nearest railroad station.

From Pontiac their household goods, consisting of a cook stove, dishes, bedding, one bedstead, three chairs, a caldron kettle, a brass kettle, a box containing clothing, full cloth, flannel, cotton cloth and calico and a box of leather for making shoes, were brought to the new home by team and wagon.

In these days it took one week to make the round trip from the new home in Clayton Township, Genesee County, to Pontiac with a team of horses. What a contrast to going in an hour or two either by train or automobile as we do at the present time? From Alabama Township we went to Lewiston, where we were ferried

across to Canada. Here we were met by the "red-coats" who were on guard at that place. We drove from there through Canada to Windsor and were ferried across to Detroit. When we reached Detroit we were chilled through by the cold wind which was blowing down the river.

The hotel was a frame wood-colored building on Atwater street, and the entrance to the second story was by a flight of out-door stairs. While the landlady was having a stove put up to warm the wayfarers we went to the kitchen to warm. Here I had my first taste of a ripe tomato, which I did not relish very well, although it looked very inviting to my childish eyes. We spent two nights and a day here while father was looking after the household goods and laying in a supply of some necessary things that had not been shipped, among them the caldron and large brass kettles which were shipped to Pontiac with the other goods.

On our way from Detroit to Flint we passed through Birmingham, Pontiac, Grand Blanc and Whigville. In the Township of Grand Blanc was the famous "Grumlaw Swamp". The only way we could cross this swamp was by means of a "Corduroy Road," which means a road made by cutting down trees and laying them side by side in the mud and swampy land which is found in a new country. Sometimes soil was hauled in to fill up the spaces between these logs and at other times the logs were left as they were laid, which when traveled over, proved well to my childish mind the truth of that old saying "as rough as a corduroy road." There were other small settlements besides the towns mentioned above, and a great many inns or wayside hotels, nearly all of which were built of logs.

On all this trip we did not see a railroad train, al-

though we saw the smoke of a locomotive when we were between Detroit and Pontiac.

Flint was a very small place with few houses and stores. The principal stores were Henderson's, Decker's and Walker's. These with the little hotels formed the nucleus of the present beautiful city as we know it. It took two days from early morning until set of sun to make the journey from Flint to the Calkins homestead, where we arrived October second. There were no cut out roads or bridges after we left the Thread Creek, only a trail that wound through the woods past the few clearings and houses where the following named families lived: Graham, Chase, Hyslop (where we spent the first night after we left Flint), Cronk, Wallace and Diamond.

For the first few days after we reached the homestead we had to stay at the home of Samuel Wickam until Uncle Sherman Fletcher could get the roof on his log house, the body of which he had built on a previous trip to Michigan. We then moved into Uncle's house and lived there without doors or windows (just quilts hung up at the openings) until our house was ready for us. This house was a frame house (I think it was the first frame house in Clayton Township) and consisted of a large living room, a bed room, pantry and stairway on the first floor and a large sleeping room in the second story. Additions were made to this, until at the time of my father's death it was a large farm house.

The barn on the farm, built in 1844, was the first frame barn in the township, and settlers had to come eight or ten miles to help raise it, men coming from Swartz Creek, Flushing, the English and Lyons settlements. An incident in regard to the raising of the barn:

A neighbor, Mr. Stowell, came to father and said, "Calkins, I am going to Flint, do you want to send after a jug of whiskey?" Father said, "No, I am not going to furnish any whiskey, but I am going to furnish the men with a dinner." Neighbor Stowell said, "I guess you won't get your barn raised," and father replied, "I have a family of boys, and the barn frame can lay there then for I am not going to have any whiskey around." However the barn frame was successfully raised without the customary jug of whiskey. Mother and Aunt Fanny Fletcher were up all night and baked for the occasion the night before. I remember they had new bread and butter, honey, pumpkin pie and a sweet cake sweetened with maple sugar, and cucumber pickles made with maple sap vinegar for dinner. The drink was just cold water, as tea and coffee were almost unheard of luxuries. This was a very elaborate meal for pioneer days in the Michigan woods, as dishes were very scarce and the men helped themselves and ate out of hand.

Before father moved his family he had been to the farm twice. The first time to see the land, and the second to see about having some chopping done. He hired Mr. Wickham to clear two acres where the house was to be built, and Enos Miller and his brother Peter to chop off four acres more.

The team of horses and new wagon were traded for the lumber to build the house, and a yoke of oxen, a wagon and a cow. There was nothing to feed the horses, but the oxen and cow could live on "browse," which means the buds and small twigs of the forest trees that were felled so that the cattle could get at the tops of the trees.

The first winter Father made a wash tub, pork

barrel, sap bucket, sap barrel for storing sap during the sugar season, and a barrel for cooking sugar. These were all made from a pine tree that he got north of Flushing. The cooking sugar was made by boiling the maple sap until it grained, then it was poured into the barrel and allowed to cool. A plug was then pulled from the bottom and the syrup drained out leaving a fine soft sugar in the barrel. Splint brooms, made of hickory, were the only kind used in the home until broom-corn could be raised and other brooms be made.

In the spring of 1842, seeds that father had brought with him were planted, so that by fall we had quite a nursery, containing apple, cherry, peach and plum trees. The currant cuttings came from the farm known as the Gifford farm and were planted five years later.

Our large colony of bees came from wild bees that were "lined" and the bee trees cut down. A short length, containing the bees, was cut out and taken near the house and as the bees swarmed new colonies were added. Father "lined" wild bees by going into the woods with some bee-comb and a covered box containing maple sugar or honey. The comb was burned, to call the bees to the box containing the sweet, and while a number of bees were enjoying the feast the cover was put on; then taking the box he would walk some distance, remove the cover and release some of the bees, which would at once take a straight course for the bee tree. By following the directions taken by the bees and releasing a few at a time he was usually successful in locating the tree.

The first candles my mother made were "dipped candles." These candles were made by putting a loop of candle wicking over a smooth stick and allow-

ing it to hang down about six or eight inches. Venison tallow and coon oil were put into a kettle containing boiling hot water and the hot fat formed a deep coating on the top of the water. The wicks were dipped into the kettle and the fat would stick to the wicks which were allowed to cool and were then re-dipped and cooled a number of times until the candles were large enough to use.

When we did not have dipped candles we used a hollowed out baga turnip or potato with some grease in it, and for the wick two or three circles of cloth were cut and tied over a button. When the button was dipped into grease and the cloth greased and lighted we were ready to sew, knit, piece or quilt.

The clothing was always in style, no matter what we wore. Mother had a loom and spinning and flax wheels, and assisted by her daughters she spun and wove our woolen and linen cloth from the wool and flax that were raised on the farm. The caps were made from the skins of wild animals, and the mittens and stockings knit by hand from home-spun yarn.

Some of the things a pioneer family had to eat: The Spring diet was maple syrup, sorrel pie, custard and dried pumpkin pies when the cow gave milk, leeks, cowslip greens and dried fruit. The fruit, wild gooseberries, raspberries, blackberries, plums and grapes, which for winter use were dried. In summer we had new wheat, boiled and eaten with milk or syrup; potatoes, green corn, black seed onions, beans and other garden truck. As soon as corn was glazed in the fall father used to take a carpenter's plane and shave off the kernels and make what was called "samp". The "samp" was boiled and made into mush, which was

eaten with milk or maple syrup. The bread was wheat-bread, johnny cake and buckwheat cakes. The baking soda was the ashes made by burning corn cobs. Our meat was venison, fish, pork, fattened on "shack" (acorns and beech nuts), squirrels, rabbits, partridge, quail, and an occasional wild turkey.

The first school in the neighborhood was held at the home of Alanson Niles. The school-room was made by hanging up quilts across one end of the living-room. The seats were boards laid on the end of blocks of wood that had been sawed off to the right height so the children could place their feet on the floor.

Mr. Niles' home was about fifteen rods east of the present school-house in the Hurd district.

The books used in this primitive school were of all kinds, just whatever was in the home. Some had a Bible, others a Testament, speller, reader, arithmetic, or almanac. When one child had learned the lesson assigned, the book was passed on until all in that class were ready to recite. What would the children of the present day think of attending school where there were no black-boards, slates, pencils, pens, ink, paper, or any of the other things considered so necessary to prepare their lessons and recite them.

Three months was the length of the school term and six days per week the school week. The teacher was paid a salary of one dollar per week and board herself. The salary was raised by a "Rate Bill" (the number of days each child had attended were added up and a per cent paid according to the number of days attendance).

During the summer of 1843 a school-house was built diagonally across from the present school-house, and

for years it was known as the "Carpenter School". About the first of December, 1843 the term of three months school was begun in the new school-house.

At this time the children followed a "trail" that was marked by "blazed trees," the "blazes" being made by cutting the bark from the side of the trees leaving a white spot on the side nearest the "trail."

The children living farthest from the school-house had to come about a mile and a quarter. The following children attended the first school held at the Niles home, taught by Miss Huldah Wallace. The pupils were:

Franklin Niles
Myron Niles
Florinda Stowell
Charles Brotherton
William Morrish
Thomas Morrish
Smith Jacox
Elias Jacox
Fanny Glass
John Glass
Eugene Parsells
Abigal Finch
Sarah Finch
Edwin Calkins
Caroline Calkins
Edmund Calkins
Alzina Calkins
Sarah Wickham
Nathaniel Wickam
Abigail Wickham
Dow Wickham

of whom very few are living at the present time.

In closing, would say that in order to know how pioneers live, and what they do, you have to be one.

PETER WHITE

BY THE LATE JAMES RUSSELL

MARQUETTE

I CAME to Marquette in the early summer of 1881 to take editorial charge of the *Mining Journal*, the late A. P. Swineford then being owner and publisher of the paper. I recall very vividly the impression then made on me by the city and its people. I was quite amazed to find here such a thriving town, and even more by the beauty of the location. Before I came, I expected to land in a straggling village, planted amid rude surroundings, with but little of the activity then to be found in the thriving municipalities that were so rapidly growing up in Wisconsin and Illinois. When I arrived at Marquette I found here a well laid out and fairly well built city, with a railroad that was doing a rushing business in hauling ore to the dock here from the mines above then opened up, and taking back coal and other supplies for the mines and the locations which had grown up about them. Here was a beautiful bay filled with shipping; boats being loaded and unloaded, and every evidence that this was the seat of an already considerable traffic flowing east and west. But what impressed me most was the character of the business and professional men whom I found here. They seemed to be brimming over with energy and ambition, with nothing of the backwoods air about them. They had created here an atmosphere of intense and vitalizing energy that was not to be found in the cities farther south which were centers for agricultural

districts. There was more of the spirit of adventure among them and they were marked by an address, polish and ease of manner which indicated that they were much in touch with the leading spirits in larger communities east and south of here where business was then being done on a large scale under direction and management of men familiar with the conduct of vast enterprises.

I had not been here long before I had discovered that Peter White was a potent factor in the business, social and political affairs of Marquette, and a dominating force in giving direction to the activities of the community generally. Soon afterward I met him, and a friendship was then formed that continued until the day of his death, the memory of which I shall ever cherish as a precious thing in my life. I found him to be a man of tireless energy, of affable manner and out-reaching sympathies. There was nothing of the autocrat in his nature, although, even at that time, he had attained to high financial standing here, and wielded a power that he could easily have used oppressively. He was president of the only bank here; almost entirely controlled the insurance business of the city and the growing region then tributary to it; was connected in a managerial way with one of its largest mercantile establishments; was interested in every manufacturing enterprise then in existence here, and was, in fact, a moving force in every venture making for the growth and development of the place.

What struck me most forcibly in the man, however, was that his admitted leadership came to him not through any obvious effort on his part to secure it, but as a free-will offering from the people generally,

as also from the remarkably able coterie of men here who, at the time, were actively identified with the management of the expanding industries of the city and county. It came to him as a spontaneous tribute from his fellow-citizens, and was worn by him gracefully and easily, as though he were unconscious of the power and prestige he had won.

The subject of this paper was born at Rome, Utica County, N. Y., October 31, 1830. Nine years later he removed with his parents to Green Bay, Wis., where the next six years of his life were spent. From the record of his life, beginning with his fifteenth year until the very day of his death, it can be readily inferred that he was at that age a lad of high courage and abounding ambition. He had heard much of this Peninsula, mainly concerning the remarkable development of the copper mining industry in Houghton County, and the desire grew upon him to cast his lot with the mining country. When he had reached his fifteenth year, he left home on his own motion, intending to make his way to the copper district. His first objective was Mackinac Island, where he obtained employment for the time being. Later, he worked his way to Detroit, where he secured a place as clerk in a store there. A year later he returned to Mackinac Island and obtained work there during the summer with Captain Canfield of the lighthouse service, who was engaged in construction work for the Government, securing a clerkship in the store of Edward Kanter during the winter. The next two years of his life were spent on Mackinac Island. Meanwhile, interest had been aroused in the iron deposits of Marquette County. In 1849, Robert J. Graveraet visited the Island in search of men to work at the iron deposits that had

been discovered at Negaunee. He induced Peter to enter his employment and return with him to this county, where he was later to make his home and enter upon a career that brought him wealth, fame and happiness before he had reached middle age.

Early in June of that year what is now the city of Marquette was selected as the location for the center from which the effort to develop the iron mines above here would be directed. The first tree felled on the site of the present city was cut down by Peter, then a youth of eighteen years. A dock was built to facilitate the landing of supplies from vessels. It was a very primitive settlement, as there was not a saw mill to cut lumber, and the difficulty of getting in furniture or supplies of any kind was almost insurmountable. Peter took part in all the work and endured all the hardships of the pioneer hamlet. He handled the axe, drove an ox team, took care of the cow that furnished the little community with milk, and was an all-round handy-man, making himself useful wherever his services were needed. Originally, the embryo was named Worcester, but soon afterward it was re-christened and given the name it now bears, in honor of the great Jesuit missionary who was said to have landed at this point long before on his initial trip to the Lake Superior region.

It is told of Peter White that when the first steam boiler was set up here, he took the contract for filling it with water preparatory to getting up steam in it, his bid being a dollar and a half for the job. It took him three days and two nights to fill the boiler and earn his dollar and a half. He next handled the plant as fireman and engineer. Subsequently he went to work

in a machine shop with a view to becoming a mechanic. It will be seen that he began at the very bottom, but he worked his way up with unyielding patience and tireless industry.

Graveraet was attracted to him by his quick intelligence, loyalty and ability to make himself at home and get along amicably with the varied racial elements of the little community, which was made up of English, French, Irish and Germans, and the Indians who were found here. He picked up languages with great readiness, and soon acquired a speaking familiarity with the French tongue, also acquiring quite a mastery of that spoken by the Indians. About this time Graveraet had occasion to send a man to Escanaba on an important mission. He selected Peter for the trip, and gave him a couple of Chippewa Indians to accompany him and assist him in finding his way through the wilderness stretching between this point and Escanaba. It took him and his guides seven days to make the trip to Escanaba. The return trip was made in five days. This was a trying experience and one that he vowed he would never repeat. But he executed the mission that he was sent on satisfactorily and this strengthened the high regard in which he was held by Graveraet, who was then the foremost man of the settlement.

A similar but more arduous trip was taken by him later when he made his way to Eagle River and back on foot and alone. He had to go there to get the county clerk's certification of some legal papers,—Marquette being then attached to Houghton County for judicial purposes. He went from Marquette to L'Anse and crossed the ice to Portage Entry, made his way up the river, over Portage Lake, and across the Portage to

Eagle River. Having dispatched his business, and after having been most hospitably treated by the officials and other friends of his there, he started on the return trip. Working his way back to L'Anse Bay, he found the ice in the bay broken up. He was held at the Entry for three days by an attack of what was known as "snow-shoe sickness." When he had sufficiently recovered, he set out through the woods to the Catholic Mission at L'Anse. For a time he sought to keep in sight of the bay, but finding this impracticable, he struck boldly out into the woods, where he hoped to be able to make his way more rapidly. It was bitter cold at the time, twenty degrees below zero. The distance to be traversed was about seventeen miles. The day wore on without bringing him in sight of the head of the bay. Becoming bewildered, he traveled in a circle, and presently came upon his own snow-shoe tracks. He had been traveling for hours without making headway. Finally it grew too dark for further progress and he had to make his dispositions for spending the night in the forest. The only provisions he had with him were a couple of cans of oysters that he was bringing back from Eagle River, and those he was unable to make use of. Giving up hope of reaching his destination that night, he decided to spend it in the woods and fashioned a resting place for himself in the snow at the foot of a large hemlock. He managed to build a fire, and rested in the place he had prepared for himself in the snow until morning. Bishop Baraga had left the Entry later than Peter, and, having arrived at the Mission, judged from the fact that Peter had not reached there that he was lost in the forest. Next morning he sent out an Indian to find him. The Indian came across him in the woods, exhausted by his exer-

tions and hunger, about three o'clock in the afternoon and assisted him to the Mission. This kindly service of Bishop Baraga Peter never forgot and it was the beginning of an enduring friendship between them.

But I must not dwell at greater length upon the experiences of Peter White during the earlier portion of his career. I pass to the maturer stage of his life, when he reached man's estate and took his place among men to bear the heavier burdens and greater responsibilities that came crowding on him rapidly. The development of the mining interests in the western part of the county had gone on apace and Marquette had got to be quite a thriving village, while the mining locations had brought into the county a considerably increased population. In 1843, Marquette County was established by an Act of the Legislature. It comprised all of the present county, with part of what is now the counties of Alger and Luce on the east and Iron and Dickinson on the south and southeast, being one of the six into which the entire Upper Peninsula was then divided. The first election in Marquette County was held in 1851. In that election Peter White was chosen Register of Deeds. He was appointed Deputy County Clerk by the Clerk-elect, and in that capacity attended the first meeting of the board of supervisors of the county. The members of the board were the supervisors of the two townships into which the county was then divided, P. M. Everett representing the township of Marquette, and A. R. Harlow the Carp River township. The official record of the proceedings is in Mr. White's handwriting and signed by him as Deputy Clerk. Subsequently he was elected County Clerk and some years later was appointed Postmaster of the city, which office he held for twelve years. When the land

office was removed from Sault Ste. Marie to Marquette, in 1857, he was appointed agent in charge, and was subsequently named Collector of Customs for the port of Marquette, this being then made a port of entry. In the same year that he became agent of the land office, he was admitted to the bar and engaged in the practice of law. He engaged in practice in partnership with M. H. Maynard. Ten years later he relinquished his law practice, having by that time taken on so many business and other burdens that he found it impossible to continue it. It will be seen from the facts given that even while he was young in years he was called on to give considerable service to the public in official capacities.

In politics Mr. White was a Democrat and continued in affiliation with that party until it became infected with the Free Silver heresy under the leadership of Wm. J. Bryan. In the great election of that year he withdrew from the Democratic fold and announced himself a supporter of the candidates and policies of the Republican party. But while he was a Democrat he was a sturdy and loyal member of the party and did campaign work in the county and throughout the peninsula for several of its candidates for president, as also for its State tickets at different times. He was a personal friend of Samuel J. Tilden and stumped the district for him in the historic campaign of 1876. He also did strenuous work in the three campaigns for Grover Cleveland in which the latter was before the people as a presidential candidate. While he did not pretend to be an orator, he was a forceful speaker and his personal strength enabled him to hold his party together in this peninsula during all the years of his adherence to it, despite the fact that it was a weak

minority party in the State, and especially so in this division of it. It may be proper to remark here that were it not for his unswerving allegiance to the Democratic party while he remained connected with it, Mr. White might have been one of the foremost public men of the nation, for he possessed the breadth of vision, the familiarity with public affairs, and the business capacity which would have made him a valuable man in public life, while his popularity was such that if he had been in accord with the dominant party there is hardly any office in Michigan in the line of his capabilities but might have been his for the taking.

During Grover Cleveland's second term in the presidency, Mr. White was offered a position that he would have loved to take, but was compelled to decline because of the condition at the time of his wife's health. It was that of Commissioner of Indian Affairs. President Cleveland had become acquainted with Mr. White during his first term as Chief Executive. The President conceived a great fondness for him. During his visits to Washington, Mr. White was frequently a guest at the White House and on such occasions he entertained the President with his French dialect stories and unique tales of this region. The acquaintance ripened into more than a warm friendship. The President had learned of his knowledge of the Indian nature and his acquaintance with and kindly attitude toward the Red man. He had learned of his remarkable business capacity and immaculate integrity. He was just the man the President desired to have as Indian Commissioner. "The office I ask you to accept," said the President, "is one of even greater importance than a seat in my Cabinet, for you will have absolute control

in that branch of Governmental work, being responsible only to me. You are especially well qualified for the trust, for you understand the Indian nature and have a kindly sympathy for these poor wards of the nation. You will have control of the disbursement of millions of dollars yearly. If you will accept the office it will greatly relieve my mind and will be a favor to me that will be deeply appreciated." Every word the President uttered was true and appealed strongly to Mr. White. When he told me on his return from Washington of the tender of the office that had been made him in such flattering terms and that he could not accept it, tears dimmed his eyes and his voice faltered, so keen was his regret that he felt compelled to decline it. But the state of his wife's health at the time rendered it impossible that she should leave her home and live in Washington, while the duties of the office required that, if he accepted it, Mr. White would have to make his home there while he held it. That he could not accept the President's tender of the position was unfortunate for the country, for he certainly would have made an exceptionally useful Commissioner through his knowledge of the Indian nature, his command of the language and familiarity with the customs of Indian tribes.

One of the great services rendered the iron mining interests of this district by Mr. White was in connection with the issue of "iron money" by the mining companies here during the panic of 1857. The companies operating in this region at that time felt the effect of that panic severely. It was impossible to obtain money to meet their requirements. They were in a desperate condition and to tide over the emergency the idea was conceived of issuing what was called "iron

money;" that is, scrip issued by each company, which, in effect, would be a lien on the property, and answered every purpose of money, always providing that it would be accepted as such by the employes of the companies and the public generally. This scrip was printed on a grade of paper and in a form which gave it the appearance of Government currency. For a time this home made currency was accepted and in common use up here, but presently the Government took note of what was being done by the companies. They had no legal right to issue these notes, and steps were taken to punish them for having transcended their legal authority in the matter. They could have been severely punished by heavy fines for having put what was really an illegal currency in circulation. Steps were taken to bring them to task for the offense. The companies appealed to Peter White to do what he could to extricate them from the dilemma. He immediately proceeded to Washington and took up the matter with Michigan's representatives in the House and Senate. The task that confronted him when he got there was one to put his diplomatic skill and persuasive powers to a crucial test. Days were spent in working on the sympathies of the officials who had charge of the prosecution of the case against the iron companies, and in explaining to them the ruin that would be brought on a great and growing industry should it be pushed to the limit under the law. I cannot take space in this paper to describe the effective work that he did to save the companies from drastic punishment for their ill-advised action in usurping a governmental function. It is enough to say that he succeeded fully, and the Federal authorities finally consented to drop the prosecution provided the companies would cease issuing

this makeshift form of currency. It is very certain that no man then living in this region but Peter White could have accomplished what he did to extricate the offending companies from the peril in which they had involved themselves.

In the interval that had elapsed following the earlier efforts to work the iron deposits discovered at Negaunee much progress had been made in developing the mines there. The first ore hauled to Marquette was brought down by teams. This method of transportation was found to be impracticable for the handling of any considerable quantity of ore. A plankroad was then built, to be followed by a strap railroad. Neither of these proved adequate to meet the growing traffic between Marquette and the mines. In 1853 Heman B. Ely was attracted to the Peninsula. He was a man of large vision and saw that the only practical method of meeting the increased demand for transportation facilities between the mines and the lake port would be a steam railroad. He entered into an agreement with the Cleveland and Jackson Mining Companies by the terms of which he agreed to build a railway and was in return to be given the carrying trade of both the companies, at fixed rates for the service. He failed to secure the capital needed for the venture. In 1853 Morgan L. Hewitt moved to Marquette, bringing his family. He was connected with the Cleveland Company. Four years later, on September 27th, the marriage of Mr. White and Ellen S. Hewitt, a daughter of Dr. Hewitt, took place. By this time it had become apparent that the strap railroad would not suffice and a movement was instituted to obtain a grant from the State in aid of the construction of what was to be known as the Iron Mountain Rail-

road. Mr. White was induced to serve as the representative from the district in the Legislature in the belief that he could secure it. Need it be said that he succeeded in getting what he wanted? The railroad was built and the mines were provided with an adequate transportation system for getting their ores to the dock here and supplies back to the mines in the western part of the country.

Eighteen years later Mr. White was again elected a member of the Legislature, this time to a seat in the Senate. This was in 1874. He took his seat at the session following and was one of the most influential members of the upper house. This time his mission again was to get assistance from the State in providing for the construction of another railroad, that being the Detroit, Mackinac and Marquette road. He secured a grant in aid of the construction of this road and was given a widely enthusiastic reception on his return at the close of the session. The road was built and passed through various changes of ownership until it finally became a part of the Duluth, South Shore & Atlantic Railroad, and is now a link in a great trans-continental system of which that road forms a part.

Prior to this, the movement to have a ship canal built at Sault Ste. Marie had eventuated in success and to that movement Mr. White's influence and work were freely given. A co-worker of his in this movement was Charles T. Harvey, who afterwards became potentially connected with the work of getting the canal built. But I find that I must not attempt to follow Mr. White in all his activities having in view the development of transportation facilities for the growing traffic of this region, if I would spare any space for mention of his efforts to build up the city in which his memory

is so lovingly cherished. He had become interested in many of the mining properties above here, and also in every manufacturing project that was launched in the city. Not all of the latter proved successful. But he was a "good loser" and took his disappointments without disturbance of his habitual serenity. His most important ventures proved highly successful. In 1863 he had the bank which he was conducting here incorporated as a National Bank. Its first president as the First National Bank of Marquette was Samuel P. Ely. Mr. White became its cashier and manager. Later he became president of the bank and under his management it grew to be one of the great financial institutions of the Upper Peninsula, a rating which it still retains.

The first library established in Marquette was located in a small building back of the First National Bank which Mr. White owned, and it was mainly supplied at the outset with volumes from his own library. The quarters originally provided for it soon proved inadequate and he set aside a suite of rooms for it in his bank building, where it had its home for several years, until it became necessary to provide it with yet more space. He then placed at its disposal the upper floor of a business building owned by him on Washington Street. It soon outgrew its quarters there and he took the initiative in securing a site for a new library building, also the funds to provide for its construction. The result is the beautiful building known as the "Peter White Library". It is built of Bedford limestone, the roof being of red tile. Architecturally it is a gem. The interior finish and arrangements are in keeping with the artistic beauty of the building itself. The city placed in this library a bust of Peter White, executed

in white marble by the artist Trentanove, a famous piece of whose work, the bronze statue of Pere Marquette, occupies a conspicuous place in the "Hall of Fame" in the Capitol at Washington. There are other monuments to Mr. White's memory in Marquette, but none more worthy to bear his name than the beautiful public Library with which he was so largely instrumental in providing the city.

An educational institution was located here that has grown to be a potential factor in advancing the efficiency of the teachers in the public schools of the Peninsula, the Northern State Normal School. This school was established by the State in response to an insistent demand from the people of the Peninsula that it be provided. In the effort to secure the requisite action by the Legislature, Mr. White participated in his customary whole-hearted manner. The first of the buildings were completed and the school opened in 1900. When the appropriation was obtained he was equally energetic in the endeavor to secure the location of the school for Marquette. Today it stands another home monument to his memory, and in recognition of what he did to have the State make provision for it, and later to bring about its location here, its Science Hall has been given his name. In addition to this great service which he rendered the city, he was ever a strenuous advocate of having suitable buildings provided for our grade schools, as well as for the High School, located in the choicest residence portion of the city.

Another of Marquette's beautiful edifices is the brownstone chapel built by Mr. White in memory of his son, Morgan. It is known as the "Morgan

Memorial Chapel". During his life he was largely instrumental in building up and maintaining the Episcopal Church here and was the chief factor in having the Upper Peninsula created a diocese of that Church, with Marquette as the diocesan seat. But his liberality extended to all the other churches. He was a generous contributor to the Cathedral building fund of the Roman Catholic Church and to the splendid parochial school later erected across the street from the Cathedral. As illustrative of his broad mindedness in this respect and the appreciation in which it was held I deem it worthy of mention that when the corner stone of the Baraga School was laid Mr. White was an honored guest at a dinner given by the Bishop of the diocese just before the ceremony, and that he was the only layman who delivered an address on that occasion. Bishop Messner was present and delivered the principal address. The ceremony was attended by two Catholic Bishops and a large gathering of Catholic clergymen and lay members from all parts of the diocese.

The Marquette Club was originally established by Mr. White. Its beginning was the Snow Shoe Club, organized by him. This had quite a vogue for several years, and in the snowshoe tramps that its members were accustomed to take he led the way with his characteristic vigor and staying power. A clubhouse was provided where the members enjoyed many a joyous evening, with its founder as the chief entertainer. Later this developed into the Marquette Club, which has grown to be one of the popular institutions of the city, with a membership comprising all its leading citizens.

But, the greatest benefit Mr. White conferred on the people of Marquette was in securing for them their splendid city park, "Presque Isle." This off-shoot from

the mainland, with which it was connected by a piece of impassable swampy ground, was a Government reservation for lighthouse purposes. It lies about four miles from the business section of the city. Mr. White had long greatly desired to secure it for a city park. A lighthouse had been built at what was then the end of the breakwater stretching out from what is now known as Lighthouse Point into Iron Bay. As this was a better location for it than Presque Isle would be there was no likelihood that Presque Isle would ever be needed for that purpose. Mr. White's opportunity came during the presidency of Grover Cleveland. Without letting his object be known, he took a trip to Washington and worked in his usual diplomatic manner among the members of the House and Senate to secure their consent to having that piece of ground granted to the city for park purposes. He felt sure that he could persuade the President to sign the bill, provided its passage could be brought about. The bill was passed and the President's signature obtained. A reservation of ten acres for lighthouse purposes, should the erection of a lighthouse there ever become necessary, is contained in the grant. Aside from that, the beautiful park is a free gift from the Federal Government to the city of Marquette, obtained for them solely through the efforts of the Honorable Peter White.

But though the park became ours to have and hold and enjoy, there was no means of easy access to it. It could only be reached by boat from the city. So Mr. White again put his shoulder to the wheel. He got together a fund to which he was the main contributor and built a good road from the city to the park that made it available to the people of Marquette, also building a driveway around Presque Isle. The city

has since taken on the burden of caring for the road and driveway, and has converted it into a splendid boulevard. A street railway now connects Marquette with its park so that the delightful place has been rendered accessible to everybody here and to people from communities up the road who visit it in hundreds during the pleasant season of the year.

Among the notable achievements of Mr. Peter White was the celebration at Sault Ste. Marie of the fifteenth anniversary of the opening of St. Mary's Ship Canal, for which he obtained an appropriation from Congress and another from the State of Michigan by action of the Legislature. This was a pretentious affair and was attended by many of the leading men of the country. The principal address was delivered by Mr. White. Quite a fleet of vessels was present, the most notable among them being the Wolverine, the only battleship at the time on the Great Lakes. An imposing feature of the pageant was a military parade by two battalions of the State Militia, two of the United States Regulars, and a battalion of the Michigan Naval Militia. Three military bands furnished the music. The Chief Marshal of the parade was, very properly, Charles T. Harvey whose name is so intimately identified with the building of the canal.

Memorable also was the celebration here at the unveiling of the replica of the statue of Pere Marquette, secured for this city through the efforts of Mr. White and the celebration later held at Mackinac Island when a similar replica was unveiled there.

Among the many devoted friends whom Mr. White made during his long and useful life was Dr. William H. Drummond of Montreal. Dr. Drummond was the

author of a volume of exquisite verses written in the Canadian French dialect. This volume he dedicated to Peter White. I feel that I cannot close this paper more fittingly than by quoting this beautiful tribute paid him by Dr. Drummond:

"Strong in his gentleness, wise in his simplicity, practical in his enthusiasms, pioneer in an age of pioneers, the man whom children on the street know only as Peter White, stands today, it seems to me, the very highest ideal of that civilization of which the American people are so proud. When such men build the foundations, easy it is to raise the superstructure, and the trail Peter White has cut through life is blessed by acts of private charity and deeds of public devotion that will serve as a guide to those who follow in the footsteps of a truly great and, above all, good man."

Peter White died in June, 1908. His wife, Ellen S. White, died in July, 1905. Their lives were full of good and kindly deeds.

"May their souls rest in peace."

ASSININS AND ZEBA

THE TWO OLDEST PERMANENT SETTLEMENTS ON
KEWEENAW BAY

BY FRANCIS JACKER

ASSININS

WHEN the tourist approaching Lake Superior from the east has crossed the Huron Mountain range and speeding down the steep grade leading shoreward, emerges from the shadow of the woods into broad daylight, an agreeable surprise awaits him. A grand sheet of water tinted in ultramarine, stretches out before his gaze, toward the north until lost in the vast expanse of the lake. Its unlimited horizon gives the mind an idea of the magnitude of this unsalted sea, the mightiest in existence.

Leaving L'Anse, the County seat, to our right, the "Fire Car" after a short run along the water's edge, reached Baraga, the sawmill town. Closely nestled in the furthest nook of the bay, it lies west of L'Anse. Less than three miles due north, running on a perfectly level road-bed through an idyllic pine-grove, takes us to Assinins, the Catholic Indian Mission. Here we get out, leaving the iron horse and proceed into the heart of the Keweenaw Peninsula.

The late Mr. Curzon, rector of the Episcopal Church of Houghton, once asked the writer, "How comes it that the Catholics, who have always been first taking a foothold in the wilderness, were beaten by the Methodists in the establishment of a mission in Keweenaw Bay?"

The writer is an octogenarian. To mount Pegasus at this state of life is like trying to obtain a wholesome draught from a pool of stagnant water, laboriously forced through rusty pipes, as compared with a swallow from a living spring bubbling up from Mother Earth ever sparkling and delighting.—Note by the writer.

I could not answer the question then and there and simply took cognizance of the fact. True, the foundation of the Methodist Mission takes precedence of the Catholic by a few years.

Jesuit missionaries had penetrated into the Lake Superior country and labored among its inhabitants as early as the seventeenth century. The latter kept changing their camps with the seasons and had never yet seen a white man. Father Menard, as early as 1660, made his headquarters in St. Theresa Bay, as he named our bay of Keweenaw. There, in all probability at the present site of Pequaming, he erected a temporary chapel. Less than a century ago a band of Ojibways were still enthroned there in a village. On this same ground, our Methodist Indians gather for their annual camp meeting.

Menard remained at this place nine months, whereupon he started with three Indians for the headwaters of Black River, where, he had been told, a band of Hurons, many of them Christians, were awaiting him. In spite of the warnings and entreaties of his companions to turn back, he continued his perilous march in the direction of Lac Vieux Desert, in the vicinity of which he got lost. Whether he starved to death or was killed by the Indians will never be known.

Keweenaw Point, the narrow tongue of land reaching far out into Lake Superior, may be compared with an arrow, the configuration of the lake indicating the bow drawn ready for action. The resemblance is striking and the comparison the more appropriate as the surrounding country has always been the home of the Ojibways with bow and arrows the principal weapons used in battle as well as in the chase. The peninsula with its rich copper-bearing rock forms an

important part of the State, and its history presents a parallel to the history of Manhattan the world's capital. Both islands were acquired by the United States from the natives for a ridiculously low price. Today the value of these two possessions, if divided among the descendants of the tribes concerned, would create millionaires of them, every man, woman and child; in the case of Manhattan Island, multi-millionaires. Previous to 1866, a narrow neck of land, the Portage, connected the "Point" with the main body of the Upper Peninsula, thus disqualifying it from being classed as an island; but since in the interest of navigation this neck has been removed, the minor peninsula is entirely separated from the main body. It now actually forms an island.

"Fire Water" a generation ago, was the demon against which the missionaries had to battle hardest in converting the Indians and keeping them within the laws of God and man. To obtain the accursed drink, they would hazard life and liberty. Since the prohibition law came into effect, we see a change for the betterment of the race. A shocking percentage of accidents ending fatally were attributable, either directly or indirectly, to intoxicating drinks. The following incident which came under the writer's personal observation, may serve as an example.

Moses Obimigijig, a blind old man, dependent for his living on public charity, was in the habit of making annual trips all through the mining towns, accompanied by his sturdy wife. He carried with him a paper stating his affliction and recommending him to the charity of the public. The paper was his demigod, for it gained, both for him and wife, an easy living and

no end of booze. Being handled so much, it had to be recopied from time to time, which act of grace was performed by someone anonymously. However, when Moses' investment in liquor increased to an alarming degree, some conscientious copyist inserted a warning to the public to restrict their charity to food and clothing and not give the couple any money. This caused a big drop in their cash earnings. They could not explain the cause until some dusky friend, who was able to read, enlightened them. So one day Moses and his spouse appeared before the writer explaining their errand and producing a greasy sheet of paper together with a clean one, requesting me that I make a new copy omitting two heavily underscored lines—the objectionable clause. I accommodated them willingly as far as I conscientiously could and copied the document, word for word, not excepting the clause. In making them believe it was all right, I perhaps told the biggest lie in my life. They both were exuberant with their thanks and left me smiling and happy. It was the last I saw of them alive. The next thing I heard about the couple was the news that their little craft, a row boat, had been found in Big Portage, partly filled with water, a half empty beer keg floating in it. That occurred on July 4th. A few days later the body of the woman was found on a sand beach near Boot-jack; that of the blind man near Sturgeon River mouth, a week later.

The saddest part of the tragedy remains to be told. Relatives of the unfortunate couple insisted upon making an investigation as to where the latter had obtained the liquor, so as to bring the guilty party before the tribunal of the law, which they professed was their object. Accordingly, a party of four left Assinins in a

sailboat steering for Houghton. They stopped for the night near Portage Entry at the home of their friend John Sky, a well-known character at that time. He was an expert hunter, but still more famous in locating a blind pig, if any existed within the radius of a day's journey. His visitors, contrary to their expectations, found him home perfectly sober. There was a blind pig only half a mile away, but John's pocketbook had collapsed and the lawless vendor of fire-water was careful and would not sell a drink without the cash, even to so good a customer as John. However, his friends carried some money with them, so when the sun had set and a veil began to hang over the waters, he, with one of his friends, crossed the river and entering the premises of the Dutchman through a private door, had his jug filled. That night there were some free musical performances in improved Ojibway style, which kept the two or three neighbors, the writer among them, awake up to a late hour. The party after enjoying a much needed day's rest, gave another free though less animated entertainment the night following and at day-break made preparations for home, the wind being favorable. They got what they wanted, a good spree and the knowledge, to be taken advantage of in the future, of a place easily to be reached where one can get drunk undisturbed as much and as often as he likes to. Alas! This longed-for chance never came. They sailed through the river and out into the bay without any mishap, but once in the open lake, the wind increased in force, striking the sails squarely on the beam, and coming in puffs as it did, a clearer head and a steadier hand were required than any of the four possessed; the boat capsized and its inmates were plunged into the cold waves of Superior. The

bodies of young Obimigijig and his cousin were picked up with their clothes stripped in the vain endeavor to swim ashore. One of the other two was Chief Meia-wash, whose death was much regretted.

DESCRIPTION OF VILLAGE

Assinins is a village of perhaps thirty dwellings, not including the convents scattered without place or regularity over perhaps as many acres. The land rises from a sandy beach, traversed by a railroad track to a moderate height. The county road from Houghton to Baraga passes through the village. When Father Baraga (in constituting its only street in 1843) established this mission, he built the log houses all in a row along the sand beach as close as safety permitted yet far enough apart to leave room for a garden between each house. These structures have long since been removed; frame houses have been erected instead farther back on the top of the hill, where there is more room and better soil. The population at that time was about 150 souls, mostly full-blooded Indians. There were several white settlers outside the village proper within a radius of a mile or more who were married to squaws. Counting these with their children the number of souls under the missionary's charge may have reached 200. This is about the present population, with this difference,—50 years ago more than half the inhabitants were full-blooded Indians, while today only six may be found with never a drop of white blood,—and one hundred years hence, the nearest approach to an Indian, in the United States, will be, we predict, the man, woman or child one-quarter Indian; but before that day arrives, they will be in spite of what blood may yet pulsate in their veins, no more Indians;

the race with the extinction of its language will have ceased to exist. Mingo,—yes the most of the new generation will think and dream entirely in the English vernacular, and with the language adopt the life and manners of the nation they associate with, and even a change may take place—yes, will take place in their physical appearance, if their mother has weaned them forward. Let this truth be fixed in your mind. No man may claim fellowship with a nation which has become literally dead to him. We repeat, the Indians as a race are doomed.

Meanwhile, we may still look at or describe the Indian from a sacred angle. He is unproductive and improvident as to the future. Many of the L'Anse Indians who held valuable allotments on their reservations and disposed of them for a good price, went through their little fortunes in a year or two and will be left beggars or end in the poorhouse. Still, there are more now than ever before who have become wise through experiences and live economically. They are using their earnings for improvements on their houses. Certainly, some once were inveterate drunkards, a nuisance to society, who through necessity turned sober, industrious and God-fearing men, and may serve as an example to others.

THE TRIO

The following incident which occurred while Father Jacker was in charge of the Catholic Mission is worthy of keeping on record, as it gives an interesting insight into the psychology of the Indian character from a new angle.

One day, a trio of men from across the bay were perambulating the beach at Assinins, looking for the

loan of a boat. They had just come out of the woods and wanted to cross over to Zeba, where they hailed from. As they had been tramping the woods all day gathering medicinal herbs, they were tired and dreaded to return by the circuitous route around the head of the bay by which they had come in the morning. It happened that most of the mission people were out berry-picking and those left in the village had no particular liking for this party, whose reputation, indeed, was somewhat scaly. "Why not try the Black Robe," suggested one who seemed to be the leader. "I see his boat over yonder and I know just how we can get the use of it. You remember when we passed Solomon's place this morning, we heard him cough; it sounded like a bad cough to me and he being Catholic, may be glad to see the priest and thank us for bringing him over. So this is our opportunity." Accordingly, they went to see the Black Robe, told him of Solomon's fictitious condition, that he wished to see a priest, explaining at the same time that they had gone afoot around the head of the bay on account of the heavy west wind and that they had expectations they could not borrow a boat to take them back to Zeba. Contrary to that, the good Father, of course, willingly got his little craft ready for the trip, though it was hardly safe to carry them all. However, the wind was in their favor and they reached shore without any mishap. They at once hastened to their habitation, the trio preferring not to call at the sick man's until later. Solomon's wife happened to stand in the open door awaiting, as it seemed, his visitor. The Black Robe quietly advanced and in a low voice asked, "Is he conscious?" "Conscious, yes," reiterated the nonplussed woman eyeing him sharply. "What do you mean,

conjurers. He has been chewing a ham bone for the last half hour." And spying at this moment some figures who were hastily retreating behind a thicket, she, with a sudden light in her eyes, added quickly, "Did you come over with these worthless scampers, Father. I wonder what they are up to now."

The case explained itself. However, this is not the end of our story. The best part, in our consideration, is what follows.

This shameful treatment of the kind missionary at the hands of these tricksters embittered him at first against them, but later on he looked at it in a more humorous light. It was, however, not much of a joke to row three miles against a dead headwind in the dark and alone. Though the perfectly healthy Solomon offered to take him home, the missionary would not hear of it. The perpetrators of the deed themselves felt the great wrong they had done the good Father and they honestly waited for the chance to right the wrong. This chance presented itself at the next annual payment. The missionary happened to be there. After leaving his boat at the landing and taking a few steps through the assembled crowd, he felt a hand laid upon his shoulder and turning around, met the gaze of a well remembered visage. Though somewhat guilty looking, the former spokesman confronted the astonished Father with the regular greeting of "Bo Jo," and stretched out his hand for a kindly shake which was responded to. Then the penitent culprit, after another shake, faced the crowd nearest him and accosted them. "Friends! You see the Black Robe from across the bay, whom, as you all know, I treated so shamefully the other day. He was kind and help-

ful and we wronged him, I and my cousins. You have heard of the foul trick we played him and for which I have been sorry ever since. He has some old and poor people in his charge who need help. I want to try and make good my wrong and beg you to join me." Saying this, he took off his hat, grabbed a note from out of his pocket, placed it in the crown of his hat and started his round, encouraging the faltering with saying, "You all have money today. If you only give a quarter, it will help and not hurt you." There were those who would not respond; but most of them, catching the spirit of the occasion, contributed at least something. The Black Robe was naturally elated over this unexpected psychological enigma.

LIFE AT THE MISSION IN THE 40'S AND 50'S

The most conspicuous objects of this little village spread out over the top of a rocky hill, are the closely interwoven edifices of the church, convent, schools, and priest's house, built of solid rock extracted on the very spot. The well cultivated ground surrounding it has been turned into a large garden, its walks bordered by a splendid orchard. There are two water-mills supplying the necessary moisture to this naturally rich soil. One of the windmills is in the center of the garden; the other one, now seldom used, is on a lower level, right where the ground shears off abruptly, meeting the sand beach of the lake shore. There are barns, stables and woodsheds. All the inhabited parts are provided with modern heating apparatus and electric lights. The owners and their wards keep everything in the place trim.

Fifty years ago this mission boasted of a church built of logs by Father Baraga, beginning to show

signs of decay. A small school and a little farm house was just in process of erection for the priest's quarters, who himself was the architect, carpenter, and mason, with another one of the Indians helping him. There were about twenty log houses Father Baraga had built partly at his own expense and with his own hands, the population being perhaps 150 souls at that time (1843). They lived almost exclusively on fish and various game, keeping neither cows nor horses,—dogs and chickens being their only company. The fur of the game which they killed and the berries they picked when the season came around and what sugar they made out of the maple sap, all helped to make ends meet, although all or most of these articles were plentiful, especially the trout and white fish: there was no market for it. They had to dry their berries, and smoke their fish and venison for their own use, which was a good thing; for there come periods during the year when the condition of the weather prohibits fishing, when game is scarce or hard to catch, and seasons when the huckleberry crop is failing, due to frost or other causes. Yet if they had been provident starvation would never have threatened them. There was enough food for dwellers near the lake spread out so thinly,—enough to carry them through from one season to the other: if they only provided for the future in time of plenty. Of course, being so plentiful, fish was cheap and it was not easy, especially in the winter time, to dispose of it to the nearest settlers, of whom there were not many. The country was in its primeval state until the mines began to develop. There was no other way to travel but by shoe paths in the winter time or a canoe trip. Fifty years ago, a settler along the Keweenaw Bay was practically as far away from

a market as Chicago is today from New York. Their nearest to it, the Copper mines, just growing into life, were 24 miles distant,—the only road leading thither consisted of a snowshoe trail through the never-ending woods or a moccasin path when the snow was gone. The ice on the lake was not always available for travel on account of the fissures opening at times, which in closing again threw up masses of heavy ice, hard to pass. But when the ice both in Keweenaw Bay and Portage Lake was in fine condition, traveling with dogs and sleighs was fine. The nearest habitation on their way to Houghton was a shanty two miles south of Houghton. In summer of course these new towns could be easily reached with bark canoe, which a few L'Anse Indians still possessed and but few were able yet to construct. The winter's journeys after a heavy fall of snow when every track was wiped out were all but demoralizing. Sometimes the load of a barrel of flour on their toboggan as they toddled along through the silent woods got stripped off on their way unawares, by the overhanging bushes with their load of snow; or the packs on their sleigh would be shaken from side to side, loosening the bonds and necessitating adjustment, and it was unavoidable that melting snow penetrated mittens and coat-sleeves and all too suddenly reached their sweating bodies. If their fingers were at all delicate and apt to get frost bitten, that was the time to freeze them good and hard.

FISHING

Today when towns in actual reach in the Keweenaw Peninsula are no further apart than a couple of miles, connected by steam, rail or water,—almost too short a ride for real enjoyment, when you cannot find

a hamlet or isolated farmhouse along the road which does not carry its own wire and when you can call up sooner by phone than you can reach your neighbor half a mile from you across a snowbank or a half-frozen river,—there is a good market for fish and game, almost anywhere, but where is the fish. It was sold during the Civil War for 3 cents per pound for trout and 5 cents for whitefish of the largest size, perhaps 5 pounds.

When the Keweenaw Peninsula awoke from its long slumber in the 50's and 60's and towns and mills began to grow up like mushrooms, there was no more difficulty for the Indian fisherman to dispose of his fish, but the trouble was how to make ends meet with the various industries developing in the mining country. The fishing industry also enlarged its scope and soon experienced fishermen flocked to the Superior shores and conducted the new industry on a heretofore unknown scale. Steam power took the place of sails and oars, and miles of netting at places the width of Keweenaw Bay were ruled off at a time.

HO! GOGEBIC COUNTY!

By SUPT. CHARLES R. COBB, M. A.

BESSEMER

BACKWARD, Turn backward, O Time, in your flight,—make me a child again just for tonight," sang the poet with the vanishing visions of youth. But time has never turned backward; none of us has ever been a child again even for a night. We have passed the parting of the ways and there have been many partings. We assemble now and again to renew and record the memories of the yesteryears.

As I stand before this assembly of pioneers it seems but fitting that I should bow my head in silent reverence as I visualize the trials and tribulations, the struggles, and the sacrifices that have made possible a history of the Upper Peninsula. If in our schools we fail to give the cost in life and limb and sacrifice of the civilization which we and our fellow citizens now enjoy, we shall have failed to completely teach respect for law and order.

We assemble today that we may go back on the trail of passing events to that time when the Indian warrior in full stature stood beneath the tall hemlock on the hill-top and sang to his mate in spirit and perchance in truth, "Arowona, on my honor I'll take care of you, I'll be kind and true in a wigwam built for two," and then made her chop all of the wood, carry all of

Address before the Michigan Pioneer and Historical Society, at L'Anse, Aug 11, 1921.

the water and bear the numerous other burdens that he might see fit to thrust upon her.

From this stage of savagery to this day of gas, running water, electric lights, washing machines, automobiles, and aeroplanes, is a long, long journey, the cost of which only those know best who have been active participants in the passing of events.

In Gogebic County the organization of an Historical Society has been a belated piece of work. We are so far behind that I can best illustrate our position by telling you the story of little Sammy Stutter.

Sammy attempted to cross the Atlantic on one of the larger steamers as a stowaway. They had been out but a few hours when Sammy was discovered and made assistant to the assistant of the assistant cook. One morning Sammy hastened to the Captain and began Ka-Ka-Ka-Ka---k-k-Kap-tain. "Go tell it to the first mate," said the captain, "I haven't time to get it." Sammy went to the first mate and began, M-m-m-m-ma-ma-mate. "Go tell it to the second mate," said the first, "he'll have time to wait." Sammy went to the second mate and began, M-m-ma-ma-ma-mate. "Oh, sing it," said the second mate. And this was Sammy's message; Sh-sh-sh-Should old acquaintance be forgot and never brot to mind, the cook has fallen over board and's twenty miles behind."

Gogebic County is situated at the western extremity of the Upper Peninsula with Lake Superior on its north, the State of Wisconsin on the south, Iron River on the east, and Hurley on the west.

It has an area of 1,150 square miles with approximately 725,000 acres of land, about two-thirds of which is suitable for agricultural purposes and susceptible

to the highest state of cultivation. The surface is a rolling plateau of glacial origin, interspersed by many beautiful lakes and streams. Some of these lands have been cut over by the lumbermen who cut the pine and left the hardwood standing.

Again there are thousands of acres of virgin forest which have never felt the woodsman's ax.

The soil is a rich black sandy loam with a pervious clay subsoil varying in depth from a few inches to many feet, containing a large amount of nitrogen, potash, phosphoric acid and lime content, the essential elements in the rapid development of plant life.

After the fall of the pine came the iron ore explorers, whose discoveries made possible the development of the mines which have called for the population this county now has. In this county you will find progressive communities, good roads, good churches, good schools, good water, good climate, good merchants to greet you, and good health. The Indian maiden, tradition tells, beguiled and consoled by the gew-gaw glass beads and baubles of the transient whites, first led men to the iron ore deposits which have made possible the present development of the mines, the principal industry of the county,—an industry with a payroll of more than half a million every month in normal times.

Since the time when this county was a part of Ontonagon we have grown tremendously. Ironwood, the metropolis of the county, is a city of some 16,000 inhabitants. It has all the modern equipment that it is possible for a modern city to have. Ironwood is situated on the Montreal River seven miles west of Bessemer. Wakefield is six miles east of Bessemer,

the county seat, situated on the Chicago and Northwestern Railroad. Between Wakefield and Bessemer is the village of Ramsey. Sixteen miles east of Wakefield is Marenisco; Watersmeet is 32 miles east of Bessemer, situated at the top of the great divide between the Lake Superior river system and the Mississippi Valley. This, ladies and gentlemen, will give you some idea of the county, a more or less detailed history of which I may be able to give you.

This historic data of the various communities has been gathered on a sort of intermittent installment plan.

To William H. Knight we owe much for our data on the Ironwood section. Captain Knight has been for many years a resident of Ironwood. He is a type of the sturdy mining pioneer. Tall and strong, with the hair of his head as thick as the proverbial Indian's, and as white as the driven snow. Mining explorations were first made in the Ironwood locality by Landseer Norrie who came from New York in 1881. He first sunk a shaft in what is now known as the Ashland Mine. Dissatisfied with results here he later sunk a shaft on the Norrie location, in what is now known as the old Norrie Mine. J. D. Day was one of the early superintendents of this mine. He was followed by a Mr. Tribelcock, and he in turn by Captain W. H. Knight. The Norrie is one of the largest producers on the range. It was early controlled by the Metropolitan Land and Iron Company of which S. S. Curry was president and manager. Mr. Curry is an exceptionally active man for one of his age, making the trip from Boston to Ironwood last spring unaccompanied. A man of medium size and patriarchal beard, of Scotch descent, both canny and witty.

The Norrie was the first mine to produce 1,000,000 tons of ore in one year. This occurred under the supervision of D. E. Sutherland who has been an official of this mine from its earliest days, and is at present its general superintendent. Hale and hearty, he fishes pickerel in Lake Gogebic today with the zest and enthusiasm of a man who has made of fishing a fine art.

Shortly after the abandonment of the Ashland mine by Norrie, the Hays brothers of Ashland sunk the shaft deeper, and still control this property.

About this time John Burton of Geneva, Wisconsin, discovered and developed the Aurora mine, first as an open pit and later as an underground mine. One of Aurora's earliest captains was Mr. Brewer, who died last winter of heart trouble while attending a murder trial at Bessemer.

East of the Aurora is the Pabst mine, discovered by Fred Pabst, one of the men who helped to make Milwaukee famous.

Again John Burton, not content with the Aurora discovery, continued his explorations and later discovered the Iron King, which was opened in 1886. This is now the Newport location of 320 acres. Chuck Stevens was the first Captain and J. R. Thompson general manager. Thompson demonstrated in the working of this mine that ore could be secured at deeper depth than was previously deemed possible. But this he did after much pleading and persuasion; it was far from an easy task to get the capitalists to sink their money far below the point where their contemporaries ceased to invest. At last a certain sum was set aside for Mr. Thompson with the definite understanding that if ore was not discovered by the expenditure of

this sum, no more would be forthcoming. The money was spent, no ore was found and the phantom Despair greeted our determined and desolate captain. But like Columbus of the 15th century he lost not faith, and the word that he gave was, "Dig on and on." He did not however give the word until he had left the field of action and pleaded and begged that he might have money sufficient to go just another one hundred feet, and he offered his own service without charge if at this additional depth no ore was found. He at last prevailed upon his directors and having succeeded returned to the field of action, with steadfast faith that ore would be found. Having gone but 50 feet he discovered the vein that he sought and from this mine today they're hoisting ore.

In October, 1884, the Milwaukee, Lake Shore and Western Railway entered the county. At this time we were still a part of Ontonagon County. This road was soon bought by the Chicago and Northwestern. In October 84 trains were running into the mining camps on the Montreal. The station was as yet unnamed. A few engineers and prospectors were standing one autumn afternoon near the tracks viewing the plotting of the unnamed community, when someone asked, What shall we name this new born child in the galaxy of American cities? At this psychological moment old Captain Wood came stalking down the track. Captain had been rechristened by his associates and was commonly known as "Iron" Wood. Upon his appearance one of the men immediately suggested the name of Ironwood and thus the metropolis of Gogebic County received its name.

Captain Hibbard of the Aurora was first president

of the village of Ironwood. In this city where now stands the up-to-date store of Davis & Fehr was a tote road and piles of cordwood. What is now the "Walker House" was the first hotel, established by a Mr. Webb in 1884. James Monroe was the first State Representative of Gogebie County. Mr. Monroe is still living, hale and happy, a regular reservoir of information. The early doctors were McCabe and Thomas. Among the attorneys were Buck, Humphrey, Gammond, and Hascombe. Many of the pioneers are still living, many have crossed the Great Divide, and it is our sincere hope and purpose to gather from those who remain, records of the things that were in their lives but commonplace, but as data in the records for future generations are of incalculable and intrinsic worth.

For data on the first discovery of ore in Gogebie County and the growth of Bessemer village we are indebted to William Guyer of Bessemer, since 1885 and before this time of Rockland. Mr. Guyer has for years been city clerk in Bessemer. In '93 he was driver of the city fire team, and previous to this teamster for Clancy and Bond. He is of French descent, short, fat, and sparse of hair, congenial, courteous, kind and accommodating, well liked and appreciated by all who know him. With this gentleman and his wife we spent one splendid evening gathering data on Bessemer's birth, growth and development.

Over in the village of Rockland dwelt a woodsman, short of stature, long of hair, an Irishman by birth, quiet and easy going. From Rockland he wended his way to what is known now as the Victoria mine; from here by tote road he made his way to the Norwich

exploration; from here by Indian trail to the North end of Lake Gogebic; on and on he traveled, from the south end of Lake Gogebic by Indian trail to what is now known as Wakefield, and on again by Indian trail to a point that is known now as Summerling's farm. Here he left the trail, going south by west across the ravine and over the ridge to the place where he discovered and developed in 1878 the Nemikon pit, a point nearly one hundred miles from his home in Rockland. In 1882 he discovered the Galena, and also magnetic ore at the south end of Lake Gogebic. For many years he lived the life of a woodsman at the north end of the lake. In his later years he became blind and was taken to the poor farm at Ontonagon County where he passed from the land of Indian trails to the long, long trail of eternity. The Nemikon was just a little south of what is now the Tilden office and the remains of the cabin in which Dick Langford lived while developing the Nemikon may still be seen on the farm of Charlie Johnson. In 1885 Sellwood, Moore and Wood opened the North & South Colby pit not far from the Nemikon and west of the Tilden office, in what is now the city of Bessemer. In 1885 the Ironton shipped some ore but was closed in 1889. At this time Captain Christopher, Clancy, Sampson and Holms secured an option on these properties, the Colby & Ironton, but because of depleted funds gave up the option in 1895. These properties were opened again in 1905 by the Corrigan McKinney Steel Co., and have been active since that time. In 1909 the old Valley mine that had been opened earlier by Numanacher & Benjamin, later by a Mr. Werder, was bought by the Ashland Iron & Steel Company.

This mine is now known as the Yale and is con-

trolled by the Charcoal Iron Co. of America. It is one of the best on the Range in the equipment it has, the buildings constructed, the homes provided for employees, and the ore it produces (337,000 tons in one year). The superintendent in charge is Wm. E. McRandle, a highly efficient and capable man.

The Tilden mine was developed by the Tilden Iron Mining Co. about 1890. In 1905 it was taken over by the Oliver Iron Mine Co. This mine has been and is a steady producer. Captain Harry Byrne, the superintendent in charge is a "home product." His father Andy Byrne, for many years mayor of Bessemer, is at the present one of the highly respected citizens of the town. Many improvements are being made under Captain Harry's administration at the Tilden.

In 1884 Pat Dolan built the first hotel in Bessemer. This was a log structure located on Mary street east of the present post office. In 1884 M. H. Martin started a store on Mary street. The same year Clancy & Bond opened a store on Sophia street near the site now occupied by the Babicky Cash Store. In 1885 C. D. Fournier opened the Puritan hotel. This hotel prospered for many years, due not only to the service rendered but also to the especially kind, congenial and energetic personality of its proprietor, Mr. Fournier, a typical hotel man. Mr. Fournier was succeeded by his son Charles who later disposed of the property, he himself having yielded to the call of his environment by taking an active interest in the more recent iron ore developments of the range.

In 1886 was established the first and now the oldest bank in the county, the Bessemer bank now known as the First National Bank of Bessemer. A Mr. Garner

was the first cashier. Mr. W. F. Truettner, the present cashier, has been such since January 1903. He was made vice-president of the institution January 6, 1912. This bank under the management of its keen, energetic, square and progressive cashier has now a capital of \$1,000,000; deposits of \$1,412,272.91; with resources amounting to \$1,832,286.53.

Many people had moved to Bessemer in 1885-86 from Ontonagon and Rockland, and Bessemer was incorporated as a village in 1887. Ontonagon up to this time had been the county seat. We were still a part of Ontonagon county. On June 4, 1886, a vote was taken on the division of the county; this was opposed by but one citizen. Mr. Levi Rice, at present president of the Bessemer division of the Gogebic County Historical Association, was very active in the consummation of this work. In February, 1887, a bill passed both houses of the Legislature creating a new county. This new county was named Gogebic by abbreviating the name of Lake Agoebic. Ironwood and Bessemer were both in their own opinion entitled to the seat of justice, one because of its size, the other because of geographical advantages. Bessemer won. All parties interested in this election as far as we can ascertain from pioneers on both sides, voted everything but dogs, horses, cows, and tin cans. One team and teamster spent the entire day hauling the laborers from one mining exploration to and from the polls. This was necessary not because of the number of voters at this camp, but because of the number of times each voter functioned.

Leaving Bessemer at ease⁵ on the county seat, we find further to the east of us another village. In 1884

Hubbard & Weed of Menominee built a saw mill at the place now known as Ramsey. From 1884 to 1889 this mill handled only pine lumber and for six miles up stream took all of the pine that was standing. Here as in other places the explorations became numerous from 1885 to 1887. The Eureka was opened about this time. The Standard Oil Company opened up a pit that is now known as the Asteroid Mine. The Mikado at this time was perhaps the largest exploration. This was opened in 1886 by a John Lester. The mill of Hubbard & Weed burned down in 1889. Ramsey at the present time is dependent upon the mines for its support. The Eureka, the Castile and the Mikado are the most important.

Passing eastward still from the village of Ramsey with its river-etched valley and mine-dotted hills, we come to the town of Wakefield, plotted in March, 1886. As early as 1878 Byron White of Ontonagon with a group of men, among them the father of Wm. Guyer, was exploring on the east end of Sunday lake. The Iron Chief, a later exploration and discovery, was north of the lake and west of the Star explorations. Fink, Wakefield, and Asherman were interested in mining activities at this place. Because of the unusual activities of Mr. Wakefield in the development of this place it was called Wakefield. For much of our information we are indebted to Mr. and Mrs. Bedell. Mr. Bedell arrived in the exploration and lumber center of what is now Wakefield in March 1886. Mrs. Bedell was clerk for the firm of Nunanmacher & Benjamin who at that time were working the Iron Chief. It was necessary for this man to come to Bessemer for the mail, a drive of 14 miles. Because of

this inconvenience Mr. Bedell with the consent of his company and the assistance of Col. Knight of Ashland secured the establishment of a postoffice in Wakefield. Mr. Bedell was appointed postmaster, and being unable to attend to both the duties of clerk and postmaster he sent for Mrs. Bedell. Her first meal consisted of crackers and sardines, self-served on a dry-goods box in the rear of Hayward & Wescott's store. There were at this time no restaurants or hotels in the camp. Mrs. Bedell then assumed the duties of postmistress. All letters received were dated on the envelope by hand and all stamps were likewise scratched, the government as yet having furnished no other means of cancellation. The men for miles around would call for their mail, and have letters written home for them by the kindly postmistress. Many of them would leave their money for safe keeping and all she had for months was a cigar box in which to secure their funds. Postal hours were irregular, men in their race for pleasure forgetting until late in the night their mission to the postoffice, and then waking the postmistress at unheard of hours to secure their mail.

Nunanmacher & Benjamin soon sold their interest in the Iron Chief to Wells Smith who controlled the Sunday Lake mine, which had been developed during the years 1885-86. The Hanna people were working on what is now known as the Brotherton mine. Peem Mitchell who at the present time is in the employ of the Oliver Iron Mining Co., discovered the Comet mine and later followed with the discovery and growth of the Castile property over which P. S. Williams is general superintendent, and Mr. Fellman local manager. Capt. Fitzsemans was at this time one of

the explorers on Section 18. His daughter Gertie was the first teacher in Ironwood and his son Mat was later cashier of an Ironwood bank.

After the transfer of the Iron Chief to the Wells Smith firm, Mr. Bedell built a store in which was also located the postoffice. Hayward & Wescott established a banking department in their store, thus relieving the postmistress of her cigar box responsibility. Mr. Ringsmith at this time established a cigar factory thus furnishing more cigar boxes after the postmistress had ceased to need them. Mr. Ringsmith is at the present time an active director of the affairs of the First National Bank of Wakefield.

The first school held in Wakefield was during the summer of 1887, and for a schoolhouse a tent was used. People were afraid that their children might be injured by the wild animals in the woods, and for safety's sake they secured a young woman from Antigo, Wisconsin, for the summer months to teach their children. From the tent of this summer of 1887 they moved to a frame building another summer. Mr. Eddy, a brother of Doctor Eddy of Wakefield, was the first superintendent of schools. He was succeeded by a Mr. Watson, who was a cousin of Dr. Fox, the president of our county historical organization. Wakefield now has as finely equipped and managed school system as any town on the range.

That we may get some idea of the class of labor, let me say that the Iron Chief employed only 65 men at any time and yet 150 names appeared on the payroll during the month, which would indicate that laborers were highly transient.

Shortly after the Bedells had established their new

store a "variety house" or vaudeville concern was established in the rear of the saloon adjoining the store. The entrance to the show house was through the saloon. The performance and the audience could both be seen through the windows in the rear of the building. The manager of the place was generous. As the ladies of course objected to passing through the saloon to see the show, he left the curtains up and the wives and the mothers and others planted themselves on a log pile in the rear and thus saw the performance, their husbands, brothers, and beaus.

The first hotel was the Hotel De Miner. Mr. Miner was an elderly man who had met with financial reverses and came to Wakefield to readjust his condition. His wife, a milliner, came with him bringing a small stock. There was not much demand for this line of goods, but there was a demand for beds and board. Men were sleeping on bags which had been filled with straw and thrown on the floor, and meals were literally hand to mouth as you secured your crackers, sardines, cheese and bologna. So Mrs. Miner who was a milliner and not a cook, decided to assist her husband in the establishment of a hotel. With the aid of more than kindly neighbors she soon shifted her trade from trimming hats to frying spuds and the Hotel De Miner was thrust into being.

Now Chicago, in the vernacular of the day, has nothing on Wakefield. Paddy O'Flynn's cow kicked over the lantern in 1867 and Chicago went up in smoke. Now the "variety house" of Wakefield had a monkey that stole money, watches, jewelry and jam. On Christmas night 1887 this monkey knocked over a lamp and the business section was burned to the

ground. The only fire department was a brigade of men who threw snowballs on adjoining roofs, retarding as best they could the spreading of the fire. During the fire the vultures of misfortune stole what goods were saved from the flames almost as fast as the rescuers could carry them into the streets. After the fire these pioneers, undaunted by the hardships and misfortunes of the past, started anew, many with less than nothing, and have survived.

Leaving at this point the story of Wakefield's development we pass east for just a glimpse of Marenisco and Watersmeet. For data concerning Marenisco we are completely indebted to Mr. and Mrs. Gene Ormes, pioneers of the type that live and survive. Mr. Ormes arrived in what is now Marenisco on the 7th of September, 1885. Mrs. Ormes came later. At the present time Mr. Ormes is postmaster of the village, owner and proprietor of a thriving and progressive department store. The Fair Brothers established a saw-mill in Marenisco in 1885. In 1886 E. H. Scott of La-Porte, Indiana, who owned the land at this point, gave the N. W. R. R. every other lot for platting the town. During the years of 1885 to '87 the town depended largely upon mining explorations for its existence and growth. From this date it has depended largely upon the lumbering interests, although some exploring has been done from time to time since then. In the later eighties there was much exploring in silver and lead options and at the present time the R. B. Whitesides people are running diamond drills in this locality. For 36 years faith in iron has lived and may yet materialize in Marenisco. This community has not incorporated as a village but is under township organ-

ization. In 1890 the Fair Brothers' mill was burnt. In 1897 another mill was built by M. B. Ormes. In 1909 the Gogebic Lumber Company established another mill. Most of the lumber handled here has been pine. At the present time the largest operations are the Charcoal Iron Company of America. The mill however is at the present time leased by the Boniface Lumber Company. The Charcoal Iron Company use the hardwood for their chemical plant at Ashland and the soft wood is sold to the paper mills. In 1886 a postoffice was assigned to this place of Marenisco, and Robert Fair of the Fair Brothers mill was the first postmaster.

At first thought you would conclude that Marenisco was perhaps an Indian name, or the name of some prominent or notorious resident of the earlier days. But E. H. Scott when he left LaPorte, Indiana, to further his real estate interests, left behind a little woman by the name of Mary Enid Scott, the choice of his youth and maker of his home. He had not forgotten, as men are so often accused of doing, this helpmate of his, back in the old home town. If you but glance at the three words Mary Enid Scott and take the first three letters of each you will have named as he did this place we now call Marenisco.

Now hastily we pass along to Watersmeet, when John Kelly in 1882 with coach and four took by stage travelers from the Northwestern railway to Ontonagon, Rockland, Bruce's Crossing, Boniface and other points on the stage route. Mr. Kelly also had charge of the United States mail service on the stage line. The road from Watersmeet to Ontonagon was known as the military road. This road was built by the

Government back in the 60's at the time when the Indians of the Northwest were about to assert themselves in protest against infringements by the white man. The military road extended from Showano, Wisconsin, to Watersmeet, from here to Rockland, thence to what is now Greenland, known at that time as Maple Grove, thence to Houghton, Hancock, Calumet, and Eagle Harbor.

Interior, Wisconsin, was a large lumber camp nine miles in from the railroad at Watersmeet. The traffic to and from this camp necessitated the establishment of a trading post at this point. Watersmeet has been entirely dependent upon the lumber industry and the railroad shops. The Kelly brothers, Pat and Ted and Joe, are direct descendants of the late John Kelly. They are owners and managers of a large garage and hotel in this place. They are of the type of men that you are glad to know and claim as friends, possessing the personality that fosters and the spirit that develops the very best *e'sprit de corps* among their fellow men. When driving through, fail not to stop at Watersmeet.

But the time has been long and your life is fleeting and much must be omitted; just a word about the panic on the range. A census was taken in '93 in all the villages, of the men, women and children, and provisions were allotted on the army ration plan. Many suffered and many were the hardships endured. Many and varied were the donations made by outside places, —food, silks, satins, and broadcloths, prayerbooks, and Bibles. But the story of Samuel Pruca, as told by a lady who then was shopping in one of the "poor stores" on the range will suffice. Samuel came in

one morning with a soap box on his shoulder. There was evidently something in the box, as Mary judged by the care with which he carried it, and she said, "Sam, whatever have you got in that box?" Sam set it on the counter, and then it was that Mary knew. In this box was a dead child, and Sam had carried it miles that it might have a last resting place near the village in the city of the dead.

In this incomplete way I have tried to tell the story which memory has recorded, of only a few passing events, that perchance we may be inspired to delve deeper into the details of the pioneer days and learn of all the monkeys, mines, and men with which our history may be replete. And I can assure you that we are greater in the things we hope to do than the things that we have done. We are glad to fall in line to save the remnant of a heritage which will soon be forever lost, and if even a portion shall be rescued from oblivion it will be worth many times the cost, to those who seek to know in future years the things that have seemed to us but commonplace.

IN MEMORY

BY THE REV. DR. CHARLES J. JOHNSON

MARQUETTE

*Indescribable
service
rendered to*

THE assembly room of the Peter White Public Library was filled Sunday afternoon, on the 11th day of June, 1922, with citizens of Marquette County who gathered to pay tribute to the memory of the late John Munro Longyear. The memorial services were conducted under the auspices of the Marquette County Historical Society of which the deceased was the President.

Many of the older residents, business associates, intimate friends and others were present to participate in the exercises. The Saturday Music Club Quartette, composed of Mrs. William Pohlman, Miss Kate Snell, Mrs. L. R. Walker, and Mrs. F. A. Hatch sang, "And He shall wipe away all tears." Professor J. E. Lautner read the Twenty-third Psalm, after which he led the assembly in reciting in unison the Lord's prayer. Various addresses were then delivered by those with whom the late Mr. Longyear had been associated in some connection. At the conclusion of the exercises, a song was sung, "Beautiful Isle of Somewhere," by Mrs. L. R. Walker and Mrs. F. A. Hatch. The service was closed with the pronouncement of the benediction by Rev. Johnson.

The meeting was opened by Dr. T. A. Felch, of Ishpeming, Acting President, who spoke as follows:

"My dear friends: The purpose of this meeting is to honor the memory of our late President, the Hon-

orable John Munro Longyear. At a special meeting of the Board of Directors, held Monday, June 5th, the Rev. Dr. Charles J. Johnson offered a resolution which he had prepared and the same was unanimously adopted. It is not long, and since it states precisely the reason for this service, I will, with your permission, read it in its entirety. It is as follows:

WHEREAS, The late John Munro Longyear was the honored President of the Marquette County Historical Society, and

WHEREAS, His administration has been marked by earnest endeavor and enlightened liberality in advancing historical research and its diffusion, and

WHEREAS, Death has deprived our Society of his wise counsel and splendid leadership; therefore, be it

RESOLVED, That, in recognition of his distinguished services and as a mark of respect to his memory, a public memorial service be held Sunday, June 11, 1922, at three o'clock in the afternoon, in the Assembly Room of the Peter White Public Library for addresses on his life, character, and public services; and be it further,

RESOLVED, That this memorial be entered upon the minutes of the Society, and that a copy thereof be transmitted to the family.

Signed, CHARLES J. JOHNSON
OLIVE PENDILL

“Thus the officers of our historical society wisely thought it would be appropriate to call this memorial meeting at this time that they might express, and have other friends express, the high esteem and affection in which they hold the memory of our departed President. We are all familiar with the great interest Mr. Longyear took in our organization and its usefulness. Few men would have the inclination, and fewer still

the ability to sponsor the research and investigations connected with this work as Mr. Longyear has done.

"Being himself a pioneer in this county, and having tasted somewhat of the hardships and sacrifices connected with such conditions, he well knew the interest such research work would be to future generations and of its value to the historian.

"Long ago he had the vision of the needs and opportunities of our county, and he lived to see the beginning of his dreams come true.

"Each individual member will always hold in fond remembrance their social relations with our late President, and this Society itself will be a memorial to the genius and enthusiasm of Mr. Longyear."

Mr. J. E. Sherman told how in the summer of 1881, on the street in Lansing, he met Mr. Edward Sparrow, who was a boyhood friend of Mr. Longyear. Mr. Sparrow said, "Mr. Sherman, I want a good man to send up to Marquette. Munro Longyear wants somebody to help him in his office." Mr. Sherman said, "How would I do?" "First rate," was the answer. In about three days Mr. Sherman landed in Marquette and went to work for Mr. Longyear, and, added Mr. Sherman, "I have had no other allegiance since. It seems to me there could be no business man on earth whose mind could work freer of all prejudice and truer to the right things than did the mind of Mr. Longyear."

Mr. M. J. Sherwood, who was associated with Mr. Longyear through a quarter of a century, said, "Mr. Longyear had many most admirable outstanding characteristics,—perhaps the most noticeable were his love of justice and his scrupulous honesty and integrity.

Mr. Longyear was one of the fairest and most just of men, and he was the personification of honesty. His success in business was due entirely to his own efforts and his far-sighted vision. He never speculated. I recall at one time many years ago suggesting the purchase of stock in a copper mine then being developed. The stock was selling at a fraction of what it surely would be worth if the mine developed as it then promised. On Mr. Longyear's declining to purchase, I said, 'You'll buy this stock when it is selling for ten times its present price,' to which he replied. 'Yes. I'll know then that it is a mine and that the stock is worth the price.' Mr. Longyear saw, as few did in the early days of the Upper Peninsula, the future of this great country. He studied and learned it thoroughly, and in order to do so, day after day, tramped through these forests with his pack on his back, camping under the trees wherever night overtook him. With the knowledge thus obtained, aided by the confidence his integrity inspired, he had little difficulty in enlisting the capital necessary to make desired investments. He was a builder, not a wrecker. He did not build success out of the mistakes or misfortunes of others. He never took advantage of the necessities or frailties of anyone. I was one day standing before Mr. Longyear's home in the company of one of Michigan's best known public men. This man said to me: 'Longyear is the one and only multimillionaire I have ever known about, whose fortune never cost a sigh or a sorrow from any living creature. His fortune has been made entirely by himself and not a penny of it has ever been taken away from someone else.' Great wealth must have brought to him the satisfaction of achievement, but it brought no pride of purse. He

remained always the same modest, dignified, democratic gentleman,—easy of approach, courteous and kind. In his dealings with others, he was positive. He could say 'No' and he could say 'Yes,' and each was said in the same kind, courtly, considerate way. He was never self-centered. The number of young people he has helped to get a start or to obtain an education is large, but these acts were kept always in that silence which he would still desire. Mr. Longyear had a keen sense of humor and enjoyed with spontaneous laughter anything witty or humorous. But his mind and thoughts were pure. He was an ideally attentive host and a charming guest, a lovable companion. His love for his country and for Michigan his native State was intense,—he loved every rock and tree and stream of this great north country. It was here he most enjoyed life, and it was here that he wished his ashes to lie. Mr. Longyear was a type of the ideal American gentleman."

Hon. Fred H. Begole spoke of his many years of association with Mr. Longyear, and of his personal qualities and public spirit: "For thirty years it was my good fortune to have been associated with him in business. For thirty years it was my happy lot to know that he was my friend. Never during all those years did an unkind word pass between us. His life in this county was an example to us all. The story of his life for a half century is an inspiration to a generation which knows nothing of hardships as he knew them and as he conquered them. He was modest, unassuming, successful. He was a good neighbor, a loyal citizen, a conscientious man, and a faithful friend. What higher praise than this can be given by

anyone. Mr. Longyear was always public spirited, and freely gave of his time, wealth and talents, whenever called upon to do something for the public good. To his family who survive him, we all tender our deepest sympathy and assure them that the perfume of his kindness and gentleness will linger in our memories."

Mr. Frank J. Jennison spoke also of his fine personal traits: "During many years acquaintance with the late John M. Longyear I have been in a position to observe closely many acts of his that indicated unmistakably the strong and sterling character of the man. My own impulse, however, is to dwell upon his personal characteristics, traits that endear a man to his circle of friends—his modesty, patience, dread of notoriety, quick sympathy and wise counsel, his kindly humanity and approachability at all times. A vivid memory will always be his absolute refusal to countenance sharp dealing in any form and his silence when encountering misunderstanding or criticism. As an upright business man, as husband, father, as a friend, and as a Christian gentleman, he approached the ideal."

Prof. Lew Allen Chase, Secretary of the Marquette County Historical Society, spoke of Mr. Longyear's historical interest and gave some very interesting reminiscences of their friendship. He said: "My first impression of Mr. Longyear was gained from an illustrated lecture which he delivered at the Michigan College of Mines after his return from the island of Spitzbergen where he was interested in developing a coal property, which was later disposed of to Norwegian interests. I was impressed with his precision of information and readiness of expression, although

commonly Mr. Longyear did not impress one as a fluent speaker. Only last year I happened upon a report on the present condition of this Spitzbergen enterprise prepared by one of our Consuls in Norway. It occurred to me that in all probability Mr. Longyear would be interested in this report and I left it on his desk. He expressed pleasure at having had the opportunity to peruse it, but it was illustrative of the fullness of his information on a wide range of topics that he casually observed that much of the matter contained in this account was already known to him. When my official connection with the Marquette County Historical Society threw me into personal contact with Mr. Longyear, I was frequently struck with the sanity of his judgments and the definiteness and range of his information. If I had occasion to show him a report or other document bearing on the history of this region, he speedily ran onto something therein which elicited an illuminating comment based upon his own experience. He was not ignorant of the operations of the old Lake Superior Silver Lead Company, or the slate quarry at Arvon in which his relative, James Turner of Lansing, was an unfortunate investor, or of gold mining in Marquette County, or of cattle ranching; and, of course, he knew a great deal about the past of iron mining and lumbering. When I called attention to the interest that some conservationists had expressed in the data relating to standing timber to be found in the files of the Michigan State Tax Commission, he promptly expressed his opinion of the worthlessness of those records, based on knowledge of the inexact methods of cruising which led to uncertain results. He said that he himself often went over the

same tract of timber on different days under varying atmospheric conditions and obtained widely varying results. Mr. Longyear got some of his earliest experiences in the woods in the Saginaw Valley in the early 70's. It was a rough life but it did not seem in any way to corrupt his mind. He seemed to love to revert to these early experiences and to his Lansing home. I remember on one occasion his telling me of being carried about the streets of Lansing in 1893 by one of the earliest automobiles constructed by Mr. R. E. Olds. On another occasion he gave at length with great particularity the 'inside' story of the struggle between James Turner of Lansing, a relative of his, and the Grand Trunk Railroad for the control of the line which Turner had built between Lansing and Flint. Unknown to the Grand Trunk, Turner had effected a junction of interest with the Vanderbilts and this gave him success. Whenever I laid a new document before him, he perused it with great interest and generally found therein some item of information that recalled some experience of his own that bore on the matter. His recollection was always full and his judgments well weighed. He liked to tell a story that had some point of humor in it but I never heard him narrate anything that was in the slightest degree questionable. He was in hearty sympathy with the acquisition of material for the Society, believing that the time to acquire was when the opportunity presented itself. That seemed to appeal to his business sense. I think death was to him quite unexpected for when on one occasion I referred to someone who had attained the age of sixty-five as old, he remonstrated with me, saying that such a man should be in the prime of life. So he seemed to be until last

summer, when an old injury to his limb gave him renewed trouble and kept him indoors for some weeks. His heart was in the Upper Peninsula and it is very fitting that his ashes should repose at his beautiful Ives Lake farm which he loved so well."

Rev. Johnson spoke also of Mr. Longyear's historical interests, and particularly of his interest in furthering the study of the history of the Upper Peninsula of Michigan. Said Dr. Johnson: "He was a student of history. He knew history and understood it. He caught the significance of events as applied to human life and human destiny. His name is inseparably linked to a priceless collection of documents and objects, relating to the growth and development of the Upper Peninsula of Michigan and donated to the Marquette County Historical Society. The task of gathering memorials was one of the delights of his last years. In that collection, there is hardly a picture that he has not seen; scarcely a book or pamphlet that he has not examined; but few maps or charts that he has not inspected; and not an object or document of any description that has not afforded him intellectual pleasure. His interest is shown in the markers that dot the highway of our county. The county appropriated the means for their material structure, but it was Mr. Longyear's fine thought that made the research possible which established these facts and interpreted their significance. We all remember the Marquette Pageant, staged at Teal Lake, a few years ago, in commemoration of a century of Americanism in the Upper Peninsula, an event that drew, it is estimated, some 25,000 people together. He made its literary production possible. We remem-

ber the historical exhibit held last winter, when for three consecutive weeks, by day and night, three thousand five hundred people came to inspect it. It was owing to his thoughtfulness that the children were being instructed, by the maps and models, charts and pictures, objects and documents, concerning the basic industries of Marquette County. Though still incomplete, this educational monument will recall him daily through all the years to the people of the County of Marquette, and to those who come to refresh their enthusiasm. But his aspirations for the furtherance of Upper Michigan history was much greater than the assembling of historical material. It was his fine intention that out of it should be compiled a history of the Upper Peninsula, comprehensive and authoritative, tracing the civilization of our Upper Country through two centuries, including a portrayal of the economic expansion of the County of Marquette in its earliest decades. Like the collection, the compilation is in the making. Mr. Longyear's deep interest in advancing historical research and its diffusion received appropriate recognition at the last session of the Michigan Pioneer and Historical Society; just a few days before the silver cord was broken, the State Society by unanimous vote made him an honorary member."

Mr. Longyear was deeply sincere in his religious views, and his favorite hymn was read by Mrs. A. Matthews, an intimate friend of the family. It is as follows:

O Life that maketh all things new,—
The blooming earth, the thoughts of men,—
Our pilgrim feet, wet with thy dew,
In gladness hither turn again.

From hand to hand the greeting flows,
From eye to eye the signal runs,
From heart to heart the bright hope glows;
The seekers of the Light are one.

One in the freedom of the truth,
One in the joy of paths untrod,
One in the heart's perennial youth,
One in the larger tho't of God.

The freer step, the fuller breath,
The wide horizon's grander view,
The sense of Life that knows no death,—
The Life that maketh all things new.

MY EARLY DAYS IN HASTINGS

By M. L. Cook
(Publisher, Hastings *Banner*)

HASTINGS

I WAS born in Barry county and my home has always been within its borders, 55 of my 60 years in Hastings. I have had some opportunity to note the wonderful changes that have taken place in the surroundings and home life of their people.

When I began to observe such things, Barry County was far from an unbroken wilderness. Probably half its area was still virgin forest. Log houses were common. Ox-teams were numerous. Wooded areas of considerable extent were plentiful. The larger wild animals had disappeared, but small game was abundant. I can recall seeing the skies darkened with immense flocks of pigeons on their migrations to or from their nesting places in the north woods. Wild ducks and geese—occasionally wild turkeys—rewarded the hunter's quest for game in the fall. And you should have seen the squirrels sometimes—the fox, the gray and black—seeking nuts in the autumn. I well remember witnessing a hunter, in just a few minutes, shooting nine black squirrels from a single tree close to one of the main traveled roads within a mile of this city.

When my father started to clear the underbrush for the home which he later erected on West Green Street in what was then woods, he was startled by the whirr of the wings of a frightened partridge, and a

little later discovered a whippoorwill's nest within six feet of what was afterward the front wall of the house he built, where Keller Stem now resides.

I spent the long summer vacations, when a boy, at my grandfather's farm home in the township of Prairieville. We had to go four miles to get the mail at the Prairieville postoffice. The stage came once a week from Kalamazoo, then proud to be called "the big village of Michigan." Later the stage made two and still later three trips a week. Contrast this with the daily rural free delivery of mail, and the cooperative telephone in nearly every rural home! I have been an eye witness of the marvelous changes in farm operation brought about by the self-binder, the steam thresher, the up-to-date tools for plowing, harrowing, sowing, and securing of crops. Changes more wonderful these than all that had taken place in rural life from the dawn of history up to sixty years ago.

I vividly remember some incidents connected with our ride from Prairieville to Hastings in the fall of 1863, when we moved from the farm to Hastings, then a village of 1,000 people. From west of West Creek to the bend in Green Street all was woods. On the south side of the street and bordering it were clearings. Back of these was Dunning's woods, whose trees I have seen fairly alive with pigeons. Where P. T. Colgrove's residence now stands was a dense growth of brush, covering half of the block. The "Highlands" west of the schoolhouse, then called "Bumble-Bee Plains," could boast a few small houses, in its thickets of hazel, thorn bushes, and oak grubs. What is now the second ward had a few scattered homes. The first ward, north of the river, had not many more.

In every direction the town seemed hedged in with woods.

There was no railroad in 1863, nor till five years later. Mail was brought every day from Battle Creek in the big stage, drawn by four horses. I can see it now coming down Jefferson Street, the driver cracking the whip, and the prancing horses showing off at their best as they turned the corner at State Street, and were brought to a standstill on the vacant corner, by the Hastings House. Before he reached what are now the corporate limits, and as he was journeying down Jefferson Street, the driver would announce his coming to the slow-going villagers by frequent blasts on a musically-toned horn. The coming of the stage was an event,—it was the town's one and only touch with the great outside world.

I was too young to know much about the Civil War. I can recall that when we were living on the farm in Prairieville, my mother took me to the door to let me see a company of young recruits going away to the front, marching by our home, with the Stars and Stripes proudly waving over them. I remember when near the close of the war a soldier's body was brought here for burial in the cemetery, which was then where the new High School building now stands, and a company of men in uniform fired the customary volley at the grave side.

The conspicuous feature of the down-town portion of the village was the old two-story frame court house, placed near the center of the square. The block was then fenced to protect the yard from the cows which roamed at will in the public streets. Stile steps at the north and south boundaries of the square were the

means of gaining access to the wide pine-plank walks which led to the entrances to the county's building, the Mecca then as now for people from all quarters of the county. In those days what was done in the old court house, particularly conventions and court proceedings, bulked large in the otherwise very uneventful life of the village.

Next in size, and north from the public square, was the old frame two-story hotel, the Hastings House. At the corner, bordered on two sides by the hotel, and on the other two by State and Church Streets, was a small vacant square where the stage drew up at nightfall, and the weary passengers alighted after their 26 miles journey over rough and hilly roads from Battle Creek. Here on the Fourth of July, or when Forepaugh's show came to town in the summertime, Mine Host turned many a pretty penny from the dancing that took place, all day and all the night, in the leafy "Bowery," constructed for those who delighted in tripping the more or less "light fantastic."

The larger homes of those early days were grouped near or surrounded the court house square. They were hospitable homes, too. Not a single residence or business place in town was of brick. The only structure of that material was the jail, known as the "Big Brick," but that name sadly belied its size and appearance. It was situated a block west of the court house square where the home of Philo Sheldon now stands.

The business district then comprised two and one half blocks on State Street, and one on Jefferson. The stores were one and two story frame structures, highly inflammable as to materials, and monstrosities when viewed from the standpoint of art. On both

sides of State, from Broadway to Michigan avenue, were wide board walks, made of the choicest two-inch white pine plank, with the same material for "stringers." A plank with a knot in it would be rejected. The same clear, white pine was used for the narrower walks on the residence streets, with inch boards instead of two inch. The same care was exercised in selecting boards for the smaller walks. That lumber, which had to be renewed every five years or so, would be worth \$100 per thousand feet now. But the citizens of that day did not feel at all puffed up over being permitted to walk on such boards. Pine was so plentiful then that no one dreamed of a time when it could be considered an extravagance to use clear white pine in a sidewalk.

The business and professional men of my early boyhood days whom I now recall were: Hon. Henry A. Goodyear, Nathan and Wm. Barlow, R. J. Grant, O. D. Spaulding, Alvin Bailey, Julius Russell and J. M. Nevins, who conducted general merchandise stores; D. G. Robinson and R. B. Wightman, hardware merchants; D. C. Hawley, Joseph Cole, Mason Allen and George Preston, grocers; George Keith, landlord of the Hastings House; James Roberts and F. D. Ackley the druggists; Augustus Rower and J. G. Runyan the shoe dealers.

Of lawyers I remember Hon. James A. Swezey, Wm. Hayford, Isaac Holbrook, C. G. Holbrook, Wm. Burgher, and Lawyer Mills. As I recall the justice court and circuit court trials of that period, prominent features were: the browbeating of witnesses; cuttingly critical and very personal remarks which the attorneys addressed to each other; oratorical efforts to win the

sympathy of the jury for their clients, rather than arguments.

The health of the village was safely reposed in the hands of Drs. Wm. Upjohn, J. M. Russell, A. P. Drake, C. S. Burton and John Roberts. The dentist was Dr. Wm. Jones, although Dr. Drake also did some work of that kind. The first Barry County young man who graduated from the Dental department of our State University and then began his dental practice in the county was Dr. S. M. Fowler, a resident of this city for several years, now Major Fowler, whose home is in Battle Creek. He was stationed at Camp Custer during the War.

The pioneer barber shop in Hastings was established by the late John Bessmer in 1864. He afterward engaged in the jewelry business.

The industries of that early period consisted of the upper and lower grist mills on Fall Creek, also a saw mill on the same stream, and a carding mill, where good old Deacon Van Brunt and later Welcome Marble carded into rolls the fleeces brought to the mill. The power was furnished from a dam across the Thornapple River near the present site of the Wool Boot factory, and the water was conveyed through a race to the mill 100 rods down stream. Two dams on Fall Creek within the village stored the water for the grist mills, and in winter furnished fine recreation for the youngsters who enjoyed skating. The "Old Swimming Hole" was at the bend in the river, just north of the Bookcase factory.

The two-story frame building that occupied the center of the school house square was the "temple of learning." It was quite an imposing structure. Archi-

teeturally it stood in a class by itself, and was not impressive. Its location on the hill overlooking the town was all that could be desired. Providence mercifully spared me the pain of viewing its ugliness for too long; for one night early in the year of 1871 it burned to the ground. It had four rooms and five teachers. But its meager appliances, and its lack of modern methods, did not prevent its doing the foundation educational work for Clarence M. Burton, an authority on Michigan history, an author, and for many years president of the State Historical Society, also for his equally talented brother, Charles, famed as a Detroit attorney, and also for Loyal E. Knappen, now an honor to the federal bench. All of which goes to prove that something more than a fine school building and splendid equipment are required to fit a man for a large place in the world. Unless there be added the ability to think, to vision things straight, together with high ideals, the fine building and equipment may not compare favorably in output with less pretentious structures.

An event connected with my early schooldays which I recall was that after the railroad had been completed to Hastings the entire school was dismissed one afternoon to witness the arrival of the first passenger train. We marched to the old depot in the second ward and hopefully for hours and hours looked to the east to see the expected train, only to suffer disappointment. An accident prevented its arrival, and its coming was the event of another time when the schools were not dismissed. But never doubt that we were witnesses of many later arrivals which heralded the end of the old stage coach. Pictures of the Barry, Eaton, Jackson, and Kent, names of the engines

which drew the trains to and from Hastings, are vividly impressed on my mind. They were exactly alike as to size and polished brass ornamentation, and were named for the four counties through which the Grand River Valley Railroad passed. Naturally we were partial to the "Barry." They all burned wood. In smokestacks they were gigantic, but in every other respect they were the merest dwarfs by the side of the locomotives of today.

Recent fires have brought to my mind the old time Hastings methods of fighting that destructive element. If flames were discovered in one's home the alarm was given by the lusty voices of its discoverers. If access could be had to one of the churches the bell was rung. Arrived at the endangered dwelling, a line was formed to the nearest cistern or well, from which water was pumped or drawn as rapidly as possible and the pails passed from hand to hand down the line, possibly up a ladder, to the men who tried to put the water where it would subdue the flames. The success of this method was more than you might credit, especially if the wind were not blowing. Shortly after we removed here the village fathers decided that the growth of the town warranted a better means of fighting fires and they committed the unpardonable extravagance of purchasing a "hand engine" as it was called, which some more ambitious town had discarded. If you could have seen it, and especially have witnessed the back-breaking labor of the twenty men, ten on each side, who operated this venerable outfit, you would have quickly reached the conclusion that the town which parted with it at any price did a mighty good stroke of business. With the advent of this "hand engine" came the hose cart and the formation

of a volunteer hose company. In the day-time teams would draw the apparatus to the fire; in the night more or less willing hands would drag the heavy load. In the absence of the regular company others volunteered or were called on to man the big hand engine. Sometimes in winter, after it had been pulled by hand to the vicinity of the burning building, it would be discovered that all the cisterns in the neighborhood were dry, so the engine was useless, as the suction pipe could not reach the water level of the open wells. On State Street two big cisterns were made, so as to assure a water supply in case fire should invade the business district. The location of one of these cisterns is responsible for the big depression in the brick pavement in front of the Morrill-Lambie store.

There were but two churches in Hastings in 1863, the Presbyterian and the Methodist. Soon after the war there was established the third, the Episcopalian. It was a hard struggle to keep them going, for I doubt if their combined membership including members from the country was 150. The business element in Hastings, with a few shining exceptions, in those days seemed to be quite indifferent about the churches or their work. They did not oppose them but seemed to feel that their support was the other fellow's job.

Part of the funds for paying the preacher was derived from socials,—not your modern “suppers,” where you eat, pay and make a quick get-away. The church social of that time was held in someone's home. There were light refreshments later in the evening; but you were expected to come with the wife and children and visit, sing, and play such entrancing games as “snap and catch 'em.” The elders as well as youngsters entered with great zeal and fervor into that and other

games. This social was no "pay as you enter" proposition. Quite the contrary, a receptacle was put in a conspicuous place on the parlor table, and you were expected to drop a fiver, or if you were of the aristocracy, a "tender" of the shin plaster currency of that period,—the five and ten being cents,—not dollars, mind you.

And who could or would forget the "donations" to the preacher? There was variety for you, in more ways than one! These social functions were always held at the preacher's own home. We would say that was "Rubbing it in" on the good man. But I doubt if in those days the annual donation visit was considered by the Dominie as anything less than one of the inscrutable methods of a kind Providence for maintaining orthodoxy in the world. Everything seemed to be coming the preacher's way that night,—stovewood, a quarter of a beef, bushels of potatoes, onions, and apples, bags of flour, baskets of eggs, baked things and some cash. Neither can I forget the donation supper, when the "kid" was not asked to wait for the second table, but had his plate filled over and over again with substantial food, and no limit except his capacity for the baked chicken served that night!

Michigan was supposed to have prohibition during this period. But the law was so loosely drawn, and so technical, that a conviction under it was quite impossible. The proverbial Philadelphia lawyer must have been its author. Under it drinking places flourished. A small stock of wet goods and a room to sell them in were the sole requirements to set one up in the liquor business. When Hastings was a town of less than

2,000, in the early 70's, there were 27 places where liquors were vended here. In front of, or in the rear of, or underneath, every grocery store in Hastings, there was a liquor saloon. I can remember the first grocery established here without a saloon. Where there were so many, competition made most of them ready to ignore all considerations except personal gain in the sale of their goods. Drunken young men as well as older men were so common when there was a crowd in town that the attention paid to them consisted in getting out of their way. Then came the day of "regulated" saloons. We at first, as I recall it, had 14 licensed saloons. But the "regulation" by license was a sorry failure. Then came a wave of popular sentiment against them for their utter defiance of all law. They were vigorously prosecuted and a few convicted and heavily fined. In return for this, the saloon crowd daubed the fronts of the Methodist and Presbyterian churches, also the homes of some of their prominent members, with great splotches of ink. All through its history in Hastings, the licensed saloon was an abomination. No wonder Barry County was among the first nine, after Van Buren, to wipe out the curse, and happy are we over the fact that today the Stars and Stripes wave over a saloonless nation.

With present day tolerance of opposing views, the politics of the late sixties and early seventies was a marked contrast. It hardly seems believable that men who ordinarily were on terms of amity, who would take one another's word about all other matters, who were even close personal friends, could view each other's political opinions and actions with such marked disfavor and suspicion. It was no doubt the survival of the bitterness growing out of the Civil War, and of the

sentiments which men entertained as to the necessity for it, and the manner in which its issues should be settled. With our quiet, orderly ways of conducting elections, under the Australian system, we can hardly believe that in that period on election days a crowd always stood around the polls, many peddling tickets for the party of their choice, and pleading with the unstable or doubtful to vote for this or that party, or at least to use one of the slips for some favorite candidate. Drunkenness at the polling places was common, and sometimes personal encounters and rough and tumble fights.

The old time political meeting, with its intense partisanship, manifested in torch-light processions, parades, etc., can hardly be realized. In the Grant and Colfax campaign in 1868 I can recollect that a large troop of young ladies came from Woodland on horseback twelve miles to Hastings, and rode their horses in the Republican parade. Can you imagine young ladies doing such things now.

The change from the Hastings of 1863 to the Hastings of 1919 is typical of the progress of our country. Boasting is quite unseemly; but we nevertheless think that few towns of its size in the country have more of the comforts and conveniences of civilized life, more of the things that speak of helpful living and useful industry than has this little city. And yet one cannot forget that living in that earlier time with its simple pleasures and easy going ways had its compensations. There was a spirit of real neighborliness, of helpful interest in other folks, a sociability that was founded upon good will and kindness, that make the older days seem delightful, and make us feel that we are being robbed of much human good by the hurry and bustle of our modern life.

MARY F. THOMAS, M. D., RICHMOND, IND.

BY MRS. PAULINE T. HEALD

HARTFORD

THIS Victory Year seems a suitable time to remember some of the women who so long ago started the agitation which helped to make possible the use of the ballot for you and me.

I wish I could make you see something of the life and service of my mother in the forty years when I knew her, and the more than thirty years since she went away. From many of her writings, it has been hard to decide how little I could use.

My mother was of Quaker parentage, born in Maryland, and in church government men and women were on a basis of equality. It was not strange that she early saw the injustice to women in the world. When only eighteen years of age she felt this so strongly that she took for her life work, helping women and children.

First, the anti-slavery movement gained her interest, especially from one incident while the family were living in Washington City. A slave girl came to the kitchen door asking for food and shelter, and her master and overseer came to the front door at the same time; the poor girl was taken back to slavery, crying bitterly. My mother's father, Samuel Myers, with

Read by Mrs. Pauline T. Heald, daughter of Mrs. Thomas, before the Michigan League of Women Voters, at Battle Creek, Mich., on Sept. 30, 1920.

Benjamin Lundy, held the first anti-slavery meeting in the United States, in Washington, D. C.

In 1832 the family removed on account of slavery from Washington City to Salem, Ohio, where many Quakers were already settled. Then for some years she and a younger sister helped her father on the farm, as the only brother was a little boy. The sisters studied at night with their father who had been one of the best teachers in the East. In 1839 she was married, by Friend ceremonies, to Owen Thomas, the parents on both sides having been married by the same ceremony. Later, when possible, she studied medicine with my father, who was then a practicing physician. Her home always came first with her, so she waited until the youngest of the three daughters could be left safely with her parents, when she went in 1852 to Penn Medical University, Philadelphia, the only college then open to women in the United States. Her sister, younger, Dr. Hannah E. Longshore, was practicing in Philadelphia where no druggist would then fill her prescriptions because she was a woman, so a brother-in-law with whom she had studied always got her medicines for her. Even her daughter, Mrs. Lucretia L. Blankenburgh, whom many of you know both as a suffragist and club woman, was ostracized by the boys and girls at high school because her mother was a doctor. Another much younger sister, Dr. Jane V. Myers, afterwards practiced medicine in Philadelphia. In the West there never was the same prejudice against women physicians that there was in the East, so my mother could always buy her own medicines and have her prescriptions filled.

The family lived for some years at Fort Wayne,

Ind. Then they went to Richmond, Indiana, on account of the better school system, largely fostered by the many Quakers and by the lack of foreign population; so, from 1856 for more than thirty years Richmond was the family home.

My mother already knew personally or by correspondence many of the suffragists both in the West and the East. Lucy Stone lectured in Fort Wayne in 1855, and then began their lifelong friendship. In 1857 my mother for a year or two edited and published *The Lily*, the first woman's paper in the West. It was published first by Amelia E. Bloomer of Council Bluffs, Iowa, then by Mary B. Birdsall of Richmond. In some early numbers of *The Lily* so many women's names appear that were household words to us,—Elizabeth Cady Stanton, Susan B. Anthony, Lucy Stone of course, Lucretia Mott an old family friend, Frances D. Gage, Helen Tracy Cutler, Earnestine L. Rose, Amelia Bloomer, Rev. Amanda M. Way, Emi B. Swank and many others, both men and women. Mrs. Lizzie Bunnell Read then took *The Lily*, changed its name to *The Mayflower*, and published it for about ten years at Peru, Ind.

In 1859, for the first time, my mother was president of the Indiana Woman's Rights Association. As its president, she addressed the State Legislature on the legal status of woman; this address, a copy of which I have, might have been used in our State campaign as well as then. She was State President for many following years, helping to hold Conventions in different parts of the State.

My mother always had a large correspondence, and besides the care of her family, which always came

first, and the practice of medicine, she found time to write for many of the papers of the State on the questions of the day. How she could do so much, I have never been able to see.

In the early years of her practice, while she could buy her own medicines and have prescriptions filled, the best physicians would not counsel with her; but she had my father to counsel with. She was refused admission to the Wayne County Medical Association, and my father declined to be a member if she could not; but in 1870 conditions had changed greatly, when she was asked to join the County Association, and by that body was made delegate to the State Association at Indianapolis; and early in the 80's that body honored itself by sending her as a delegate to the National Medical Association which met in Chicago; there were besides my mother two or three other women physicians as delegates.

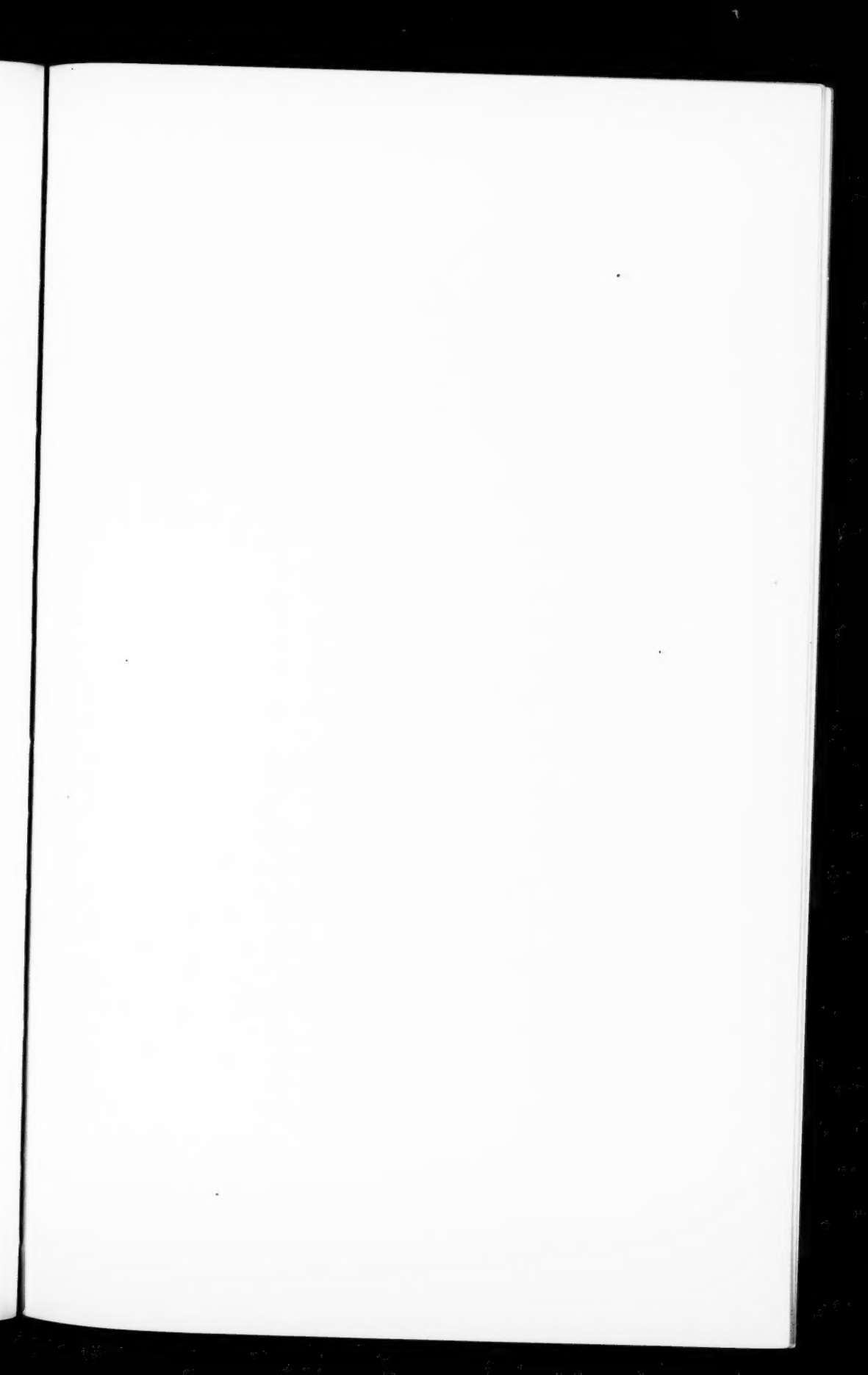
*Caroline
Logan*
When the Civil War came, my father was in charge of a Government hospital on the Pacific coast, and my mother did much war work, as have our women for the World War. Then much of the war work was done by the Sanitary and United States Commissions. Our War Governor, afterwards Senator Morton of Indiana, sent doctors and nurses down the Mississippi to bring home the sick and wounded Indiana soldiers, my mother going once to Memphis and again to Natchez, Mississippi, on that errand. On the return of father from his work on the Pacific coast, he served as Surgeon in charge of the Refugee Hospital at Nashville, and my mother as Matron,—a woman could not hold the position of Surgeon.

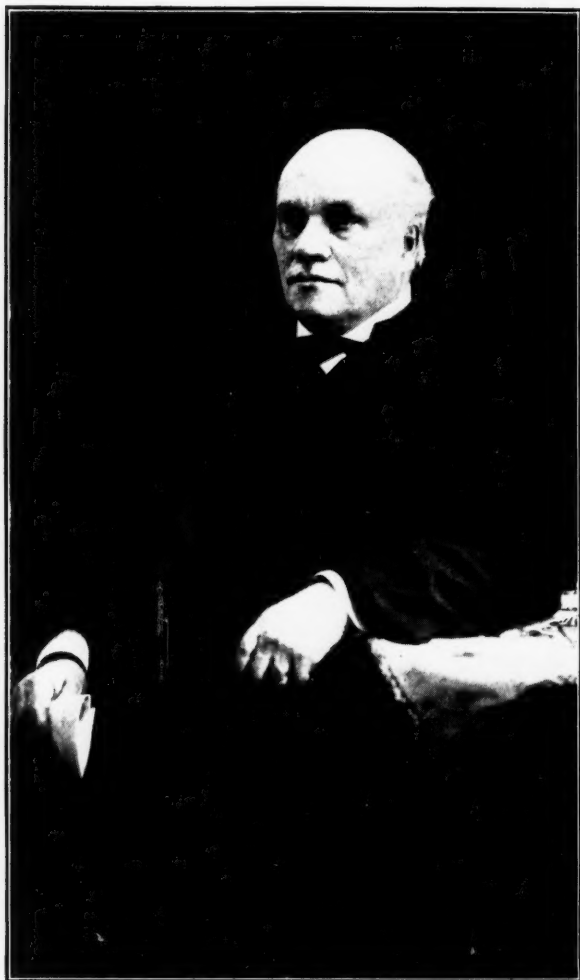
The family were again at home in Richmond, my

mother resuming her practice of medicine as well as helping in all good works of the day in the city. The slaves were free. Then came work for Temperance and Woman's Suffrage. Often she was City Physician, and in that capacity could know of people who needed practical help. One night my mother was called to a rooming-house to see a sick woman and her baby. The woman was a Catholic and the baby had never been baptized, so one winter morning, at four o'clock, my mother went for her good friend, the Catholic Priest, to come and baptize the baby; and so at its death the mother was comforted. A widow with three little children, having a struggle to make both ends meet, was helped by my mother to get a toll gate where house rent and a small lot of ground were free.

In the Temperance work she helped in the organization of the Good Templars and the W. C. T. U. In the early years of the Suffrage agitation there were the two societies, the National with Susan B. Anthony, Elizabeth Cady Stanton and others as leaders,—their annual meetings were always held in the East. The Indiana State Association was auxiliary to the American, with Lucy Stone, Henry B. Blackwell, Mary A. Livermore, my mother and others as leaders,—their conventions were held in the Middle West and as far South as Louisville, Ky. In 1882, I think it was the date,—the convention was held in Omaha, Neb. My mother was then president of the American and did much work for the success of this meeting. She helped to secure the separate prison for Indiana women at Indianapolis, also trying to secure the property rights of women. From that time on, and in 1888 when she left us, she was full of good works, doing the Master's work in so many ways.

It is a great comfort to the two daughters left, one in France during the World War, that her later years were, we think, the happiest. She had overcome much of the prejudice of early days. Any doctor in that part of the State was glad to counsel with her, and she was universally respected and beloved. One of her last conscious utterances was "Tell Lucy Stone, the principles we have advocated are right, and I know it,"—and the beloved physician was at rest.





DR. GEORGE J. EDGCUMBE

BENTON HARBOR COLLEGE AND
ITS PRESIDENT, DR. GEORGE J. EDGCUMBE

BY THE LATE VICTORIA C. EDGCUMBE

BENTON HARBOR

AMONG Michigan educational institutions, Benton Harbor College held a leading place for almost a third of a century. George J. Edgcumbe, M. A., Ph. D., was one of the founders of the institution, and was President of it from the beginning until his health failed in 1913. The leading place which this college held was due largely to the attractive personality of Dr. Edgcumbe and his remarkable ability as a teacher.

Dr. Edgcumbe was born near Plymouth, England, November 17, 1844, and was the son of William and Eliza Edgcumbe. He passed his childhood years in his native place, and when about six years old was brought to Canada. His boyhood years, full of disappointment, were passed under adverse conditions. Through an accident he became an invalid, and for years was confined at home, in bed most of the time, where his only comfort was reading and studying. But so well did he improve his time under these unfortunate circumstances, that he was ready to take up his life's work when the opportunity came. He was only thirteen years old, and an invalid, when his father and two brothers were frozen to death on Lake Ontario, April 1, 1857.

At the age of nineteen the boy, improved in health,

was working in a printing office, with no thought of teaching, when two members of the Board of Education came in and asked the publisher of the paper, who was also a member of the board, what they could do about a new teacher in the local school. On the inspiration of the moment Mr. Edgcumbe said: "I'm your man, but let me go home and talk it over with mother." His mother said, "George, you can't do it, my son. You have never tried such an examination in your life." With the same perseverance which had carried him through the years of ill health, he answered: "I can, and will, pass the examination if you will let me try. All these months I have been in bed have not been wasted." He passed with high standing, and made good in the school, which was not an easy task, for several teachers had given up in despair after a few weeks of trial; it was the custom in this school for the big boys to put the teacher out of the school house and lock the door. Mr. Edgcumbe, however, had no difficulty in governing this school. His success in the teaching profession was due largely to the fact that he was a born teacher. He was always devoted to his work and never entered upon his day's task without asking for help and guidance from his Heavenly Father.

After spending some years as teacher in the public schools of Canada, he entered Victoria University, from which he graduated in 1875, with the degree of Bachelor of Arts; later the degrees of Master of Arts and Doctor of Philosophy were conferred upon him by Illinois Wesleyan University.

He came to Michigan in 1877 as superintendent of the school in Deerfield, Lenawee County, and after

five years there he was appointed superintendent of the Benton Harbor schools. While in that position he effected many improvements and succeeded in placing the schools upon a substantial footing. Through his efforts the local school was put on the University list, the first and for a long time the only accredited school in southwestern Michigan.

In 1886 Dr. Edgecumbe, in company with Mr. Seely McCord, founded an educational institution at Benton Harbor under the name of The Benton Harbor Normal and Collegiate Institute. The idea of this school may be said to have originated spontaneously. Several citizens of Benton Harbor, chief among whom was Rev. E. L. Hurd, D. D., sometime pastor of the Presbyterian Church, became interested in the establishment of a school of higher education in southwestern Michigan, and early in 1884 plans were prepared for its organization. Just when everything seemed ready, Dr. Hurd received a call to the Presidency of Blackburn University. Disappointed but determined to carry out their plans, the promoters early in 1886 urged Dr. Edgecumbe to accept the presidency of the school. The institution then became a reality, and on September 2 of that year, it was opened and the inaugural exercises were held, on which occasion Hon. Thomas M. Cooley delivered the address.

Under President Edgecumbe's management the school grew rapidly, commanding respect wherever it was known. It attracted students from all parts of Michigan and neighboring States. In 1892 the institution was incorporated and entitled to grant academic and professional degrees. The name was changed to "Benton Harbor College and Normal."

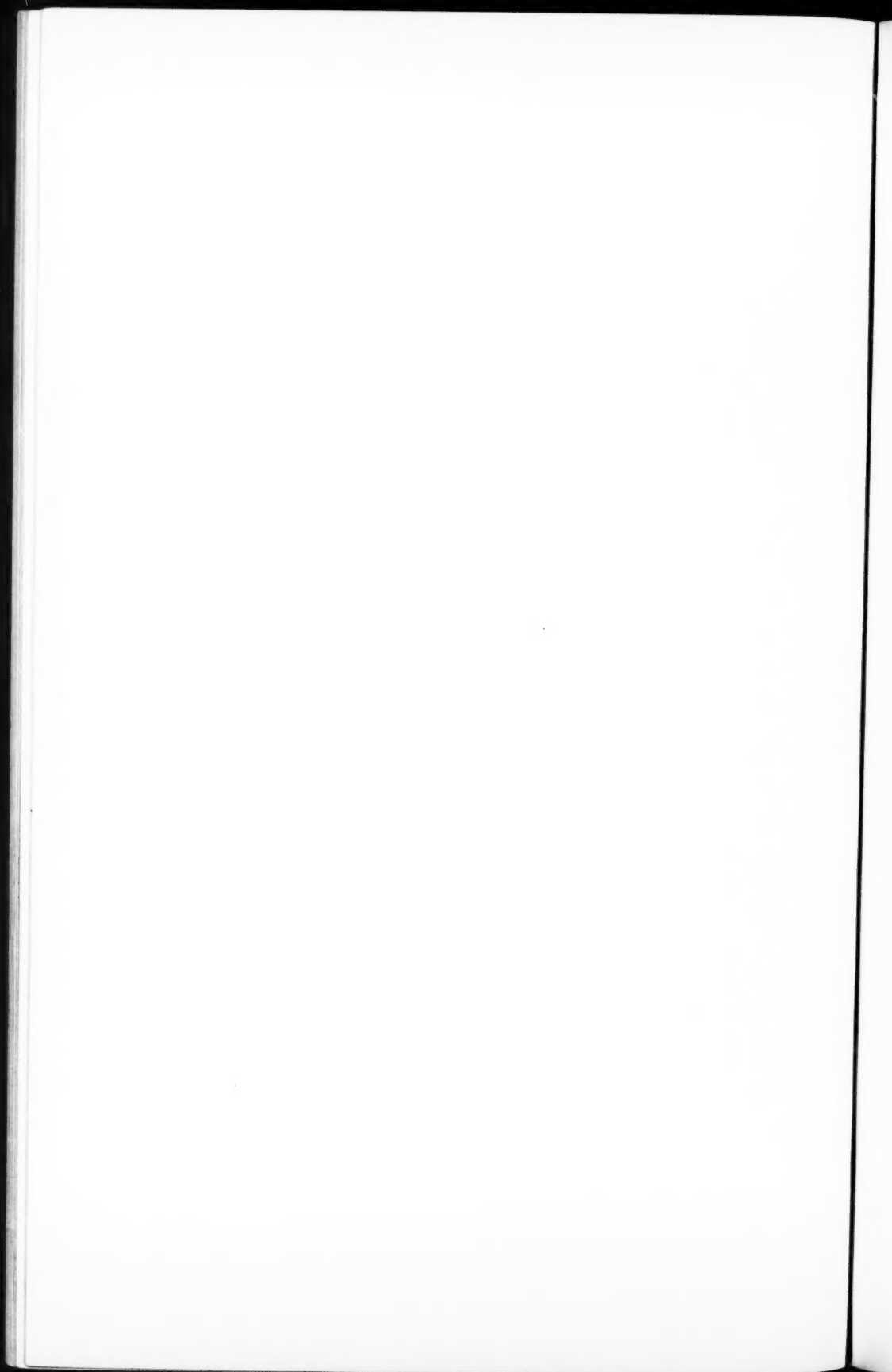
The first three years of the work were carried on in

a two-story frame building located in the southern part of Benton Harbor, on the site where the Catholic Church now stands. The academic year 1889-90 saw the college removed to Morton Bluff, a beautiful location overlooking the lake and the city. The buildings consisted of a main building and two dormitories. Institute Hall, the main building, was three stories in height, with a basement which contained a large dining hall, kitchen, two butteries, furnace room and janitor's apartments. On the first floor was the President's office, art room, music room, kindergarten, model school, museum, halls and cloak rooms. The second story contained an assembly hall, capable of accommodating 600 people, together with reading room and recitation rooms; the business department, recitation rooms, matron's room and wardrobes were located on the third floor. The Eliza Edgcombe cottage, a dormitory for young ladies or young gentlemen, was also the home of the President. Looe Cottage, a young ladies' dormitory, was presided over by the Lady Principal.

The school was very well equipped for all courses taught. The library and laboratory facilities were excellent. It is said that the collection of physical and chemical apparatus had few superiors in the State. Full instruction in the art of apparatus-making was a special feature of the science work, in order that teachers might be able to construct inexpensive apparatus in their schools. The location of the school was favorable to landscape and nature study, as many beautiful scenes lie along Lake Michigan, and the Paw Paw and St. Joseph rivers, including forest trees and undergrowth. In the art rooms were models and casts, giving the students many advantages.



ASSEMBLY ROOM, BENTON HARBOR COLLEGE



In the music department instruction was given in vocal, piano and violin music under capable and painstaking teachers. Monthly recitals were given by the students. Concerts and lectures were maintained throughout the year, and the people of Benton Harbor were proud of the fine conservatory.

The business course, aside from its regular work, sought to emphasize those traits of character which are essential to success in business. Dr. Edgecumbe always kept in close touch with the students. The approval by business men of the clerks furnished by Benton Harbor College spoke well for the success of his efforts.

The work done in elocution was of special value to the young people because of the individual attention given to each pupil.

In connection with the college was a kindergarten, where students in training were required to practice. Following the Kindergarten came the Primary school. There were several courses in Literature, Science and Art. The classical course required special attention to the Ancient classics, the Scientific to the Natural Sciences and Modern languages, and the English or Literary course to English literature, Mathematics, etc.

The teaching force consisted of from seventeen to twenty men and women, most of whom had degrees from higher institutions of learning. Dr. Edgecumbe taught classes in Pedagogy, Natural Sciences and Mathematics. His wife, Mrs. V. C. Edgecumbe, had charge of the Kindergarten, Primary and Preparatory departments, and was subsequently a teacher in the public schools of Benton Harbor. Prof. John H.

Niz, who was educated in Germany, became professor of Modern Languages in 1888, and remained a member of the faculty to the close of Dr. Edgcumbe's presidency. Dr. Harry MacCraken, at present Dean of the Detroit College of Medicine and Surgery, was for some time an instructor in Benton Harbor College. Mrs. Dr. Yale, a sister of Dr. Edgcumbe, was the first Lady Principal, a teacher of real worth, who had rare ability in imparting her knowledge to others. Mrs. W. H. Richards of Battle Creek also filled this position with credit for several years. The success of the music conservatory was due to the efforts of Mrs. Nellie H. Smyth and Mrs. W. H. Bracken, women of wide experience as teachers and artists. Miss Watson, an inspiring teacher of Elocution and Dramatic Art is at present in Germany, having general charge of the women engaged in "Y" work abroad. For several years before the close of the college this department was under the management of Mrs. Carrie E. West, who is now a successful business woman in Chicago. Mr. W. B. Parker (deceased) who was head of the Business department for seven years and teacher of Literature and Business, was a native of New England. He spent seven years in Dartmouth College, where he gave his attention to the pursuit of the classics. Later he studied law and received his degree. The Short-hand department was presided over by Miss Jessie Wheeler, who previously was a teacher in Sandusky Business College. Miss Wheeler now lives in Los Angeles, California. Many other names might be added to the list of teachers of Benton Harbor College if space would permit.

A good idea of the character of the college may be had from the statement of Hon. H. R. Pattengill

in 1891 shortly after a visit to the institution, who wrote as follows:

"We are in receipt of a thirty-eight page Calendar of the Benton Harbor Normal and Collegiate Institute. The tasty pamphlet fitly represents the fine school which Prin. Edgecumbe has succeeded in building up.

"We find the school in charge of a faculty of seventeen experienced instructors. We find extensive laboratories and liberal courses, Collegiate, Academic, Preparatory, Teachers' Training, Business, Kindergarten, Elocution, Art and Musical departments. All of these in actual running order and liberally supplied with students. The character of the school may be gleaned at once, when we know that it is one of the regularly accredited preparatory schools to the State University in all courses. A fine, large building in a pleasant location, makes a home for the school and Mr. Edgecumbe can look with complacency on the achievements of five years work; for the school was founded in 1886.

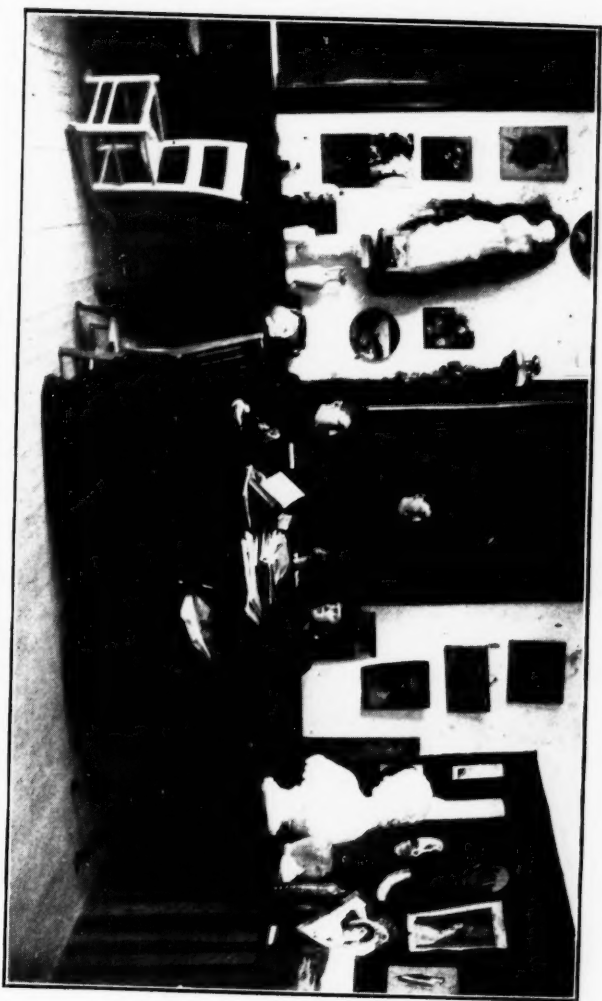
"We visited Prin. Edgecumbe recently and are thus able to state that this is no 'paper' institute, but a live, vigorous, growing, pushing, busy, happy school. We never dreamed that such a school could be built up and flourish as this has in Michigan. The best feeling prevails between the public school teachers of the district and Prin. Edgecumbe. The school is able to adapt itself to the wants of young men and women a little more flexibly than can the high schools. Many an one goes to the school for a review term, and is led to take a complete and thorough course, and the way pointed out to College. Others get enough of business educa-

tion to help pay their way temporarily, and later come back to take a full course.

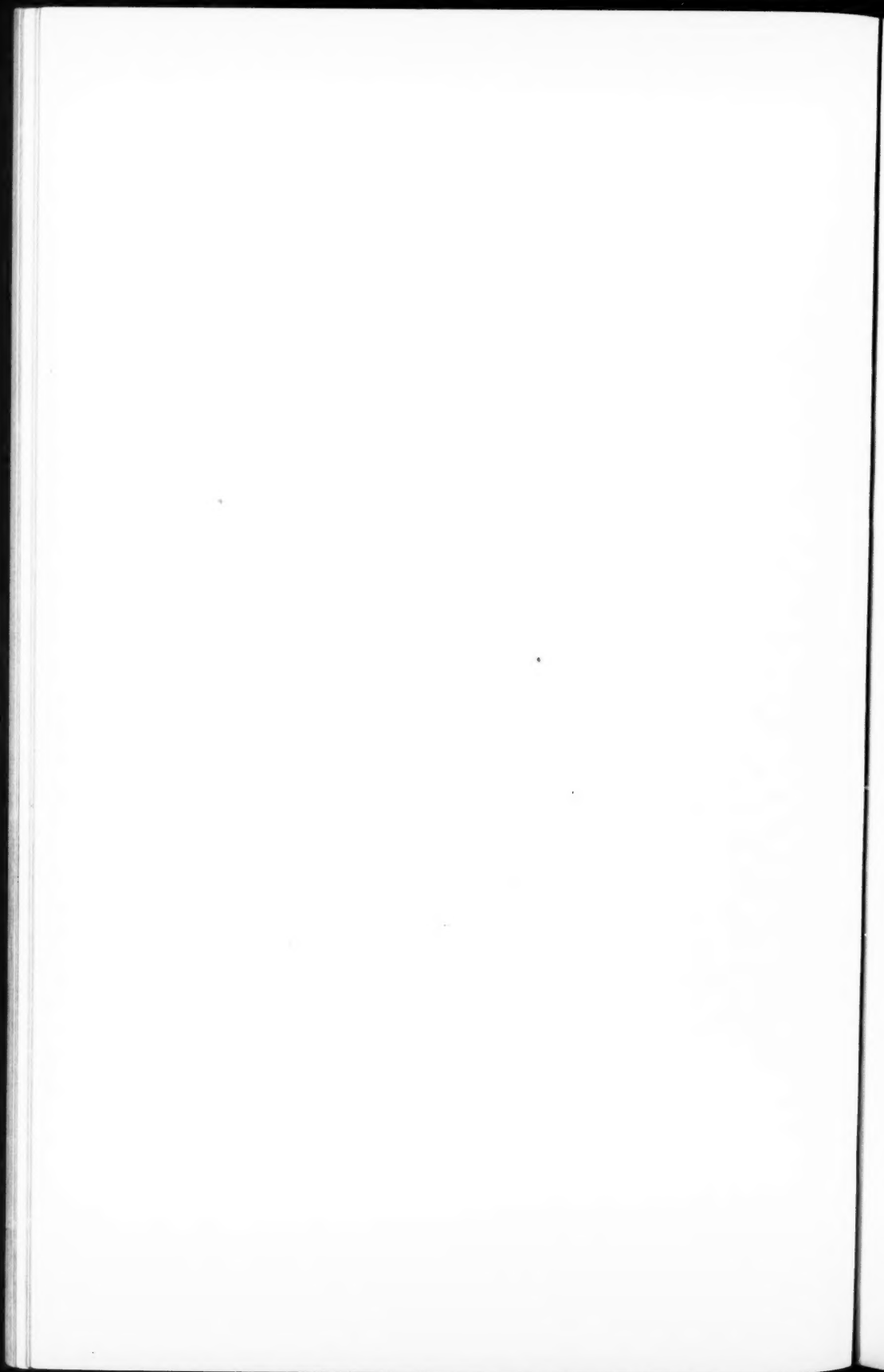
"This is no aristocratic reform school. Pupils must behave or leave. No one suspended or expelled from the public schools can make a hospital of the institute. The students are inspired with a love for study and trained to think and act as becomes young men and women. Bro. Edgcumbe is doing a good work. 'Long may he live and prosper.' "

Hundreds of young men and women from far and wide received training in Benton Harbor College. Many prepared for college and went direct from this institution to Wellesley, the University of Michigan, the State Normal College at Ypsilanti, Northwestern, Ohio State University and other universities and colleges. Others became teachers or entered upon a business career or went into some other of life's many activities. One of the graduates of this institution who was seeking admission to Holy Orders in the Protestant Episcopal Church requested from Dr. Edgcumbe a statement of his standing as a graduate. Upon receiving Dr. Edgcumbe's reply he wrote as follows:

"I am very grateful for your sympathetic letter, and the certificate of my standing as an alumnus of the College, in response to my request. I understand perfectly your surprise at my new plan, but I am sure your approval is very genuine, remembering so well your own devotion to the blessed faith. I hope you will even take a little pride in my course, for however unmindful of spiritual things your old student may have seemed in the days when you knew him, he was sufficiently impressed by the depth and fervor of your religious life never to forget it as an example; and it



ART ROOM, BENTON HARBOR COLLEGE



has played its incalculable part, beyond a doubt, in the influence—an irresistible stream of influence for good, which has caught up his drifting life and borne it to this high decision. I am sure you will be glad to know this, for it is very easy, in your ignorance of what becomes of your old students, to lose all sense of your power over their wayward purposes. Doubtless you have never given thought of me as a *witness* to your own high dreams.”

The first commencement exercises were held in May, 1887, with ten graduates in the various departments. The calendar for 1887-88 lists the names of 161 students, distributed as follows: Academic courses, 57; Business, 39; Special, 57; and Art, 8. The enrollment steadily increased, so that by the school year 1894-95 it had reached 476. Including fourteen names which were duplicated, the number of students in each department was as follows: Collegiate 152; Normal 112; Business 45; Art 29; Music 42; Preparatory 55; and Kindergarten 41.

The “Little College on the Hill” was a private institution, dependent entirely upon its merits for existence, without endowment save that of energy, integrity and skillful management. While purely undenominational, it was ever the desire of its managers to make it decidedly a Christian school. Mr. Edgcumbe conducted large and interesting classes in Bible study, and it was his one great desire to make better men and women of the young people under his guidance. Expenses were reasonable. A catalogue in the 90’s states that board in the hall could be secured at \$2 per week, while in clubs the cost might be considerably reduced. Room rent ranged from 25 to 75 cents per week. Tuition

for the Summer Term was \$6 and for the regular school year in most departments it was \$8 to \$10 per term of nine weeks, while the cost of instruction in music ran considerably higher. The fee for the diploma was \$3 and for the degree \$5.

In addition to training the mind, the college authorities provided for the development of the body. Shortly after the founding of the institution, military drill was instituted. The cadets were armed with Springfield rifles and uniformed precisely after the West Point pattern. Students coming to college were advised not to make any special provision for new clothes, but to plan to wear the cadet uniform all the time. Physical training for young women was provided. Daily exercises in gymnastics were required. The Swedish and Delsarte systems of physical culture were taught.

As an encouragement to better scholarship, several prizes were awarded for excellent work. Among these were the following: Prize for the highest average standing, open to members of the graduating class; for the best essay, open to members of the graduating class; for the highest average standing in the Business Department; for the first in Elocution; and for excellence in German.

Student activities outside the regular courses were fostered. There were societies each year, maintained by the students, the object of which was literary and scientific culture. The students published an eight-page monthly paper, "The Institute," the editorial staff being elected from among their number at the beginning of the academic year. The subscription price of the paper was fifty cents per year. Frequent illustrated lectures and interesting musical concerts

were given during the college year, to which the students were admitted free.

The institution, both in point of attendance and grade of scholarship, ranked among the best in the State until the spring of 1913, when President Edgecumbe was injured in an accident. From that time he slowly declined, and died in Benton Harbor, September 29, 1915, at the age of 71. His school continued for a time under another management as a business college.

Dr. Edgecumbe made a specialty of Pedagogy and the Natural Sciences, on which he wrote many valuable papers for periodicals. For many years he was prominent in Institute work in Michigan and gave lectures in many places in the State.

At the time of Dr. Edgecumbe's death, Mr. H. R. Pattengill paid him the following tribute in the *Moderator-Topics*: "Mr. Edgecumbe was a man of rare spirit, fine culture, profound learning, wondrous teaching ability, magnetic personality; an inspiring speaker, a genial companion, a loyal friend, a Christian gentleman, a most estimable citizen. Many men and women are better, truer, nobler, today because they came under the uplifting influence of George J. Edgecumbe."

SOURCE MATERIAL OF THE DETROIT PUBLIC
LIBRARY AS SUPPLIED BY THE ACQUISITION
OF THE
BURTON HISTORICAL COLLECTION

By L. O. W.

DETROIT

IN every department of public interest and usefulness it is the aim of the administration of the Detroit Public Library to serve the citizens of Detroit with both reference and popular material that will meet all reasonable demands.

In earlier years of library development, such service attempted nothing beyond the wants of what was then designated as "the reading public." Special libraries, or the libraries of special societies, took care to provide material incident to the discussion and elucidation of their individual subjects. Student needs were scarcely noticed, and municipal matters were left to the controlling body of civic affairs, and to the newspapers. Especially to the newspapers. That was their province, their *raison d'être*, we might say. Besides, it was not good taste to "want to know," and such material was therefore *infra dignatatem* of the spirit of the old-time public library.

But modern thought demands knowledge,—knowl-

Those who are familiar with the Burton Historical Collection will recognize that this article refers only to the Manuscript Division, and makes no mention of the numerous books, pamphlets and rare maps in the Collection. Indeed, as the author would doubtless admit, this is a very inadequate sketch of even the Manuscript Division, many points of interest being necessarily omitted owing to the condensed nature of a magazine article. Readers will appreciate however this general outline, which may be followed later by similar articles on other divisions.—Ed.

edge of all things in the heavens above and in the earth beneath and in the waters under the earth,—and only the wisdom of a Solomon could meet that demand. Yet this is the task the City of Detroit expects from its Library Commission, and which they, in their turn, ask of their representatives in the library. It is the demand of a metropolitan city for metropolitan service.

Thus the Detroit Public Library, in its various departments, may lay claim to meeting this demand in a measure. Only in one department was it, from very necessity, handicapped. A collection of source material, like many other departments, was not generally considered within the province of a public library; such a collection was the work of historical societies and of the antiquarian; moreover, it meant years of patient research, much wisdom as to historical values, and a perfect genius in locating and bringing to light papers and documents of the long ago.

In view of this increasing service of the library, not to speak of the sentiment involved, Mr. Burton's gift of his collection of Americana, a collection of fifty years' unceasing accumulation, was a timely one. It was a timely gift not only as a valuable adjunct to the public library, but for much correlative information that could come from no one but its founder and that was necessary for its adequate interpretation. This was especially true of its source material. Books, maps and pictures have a definite place in historical treatment, but manuscripts may have a varied interest, an interest as wide as the activities of the individual, and much of this may be lost for want of sufficient information. In this one aspect alone Mr. Burton's continued active interest in the Collection is relatively invaluable.

Well as
has been
shown
Invaluable, too, as records of original entry, is the material of this division of the Burton Historical Collection known as source material, or the Manuscript Division. Such material is the basis for all subsequent historical writing. Contemporaneous with the time of occurrence, it has the authority of an eye-witness and the charm of actual participation. It represents the mind and action of the past, correcting traditional errors, confirming facts under dispute, and visualizing events as they developed by an intimate knowledge of how men thought and lived. Local letters, documents, and books of business record give us every phase of the daily life and take us into the trading house, the home, the church, the infant industries and the courts. They show us the effort, not only to meet existing conditions, but to build for future expansion.

For very earliest records Mr. Burton has gone to the archives of Paris, Quebec, and Montreal. Save for an occasional chance document here and there, Cadillac records are existent only in government and court archives. The Department of marine and of the colonies in France furnished data for twelve large manuscript volumes and an equal number of the English translation made in London. Montreal notarial archives were searched for local information and the result is over seven thousand pages of manuscript. These notarial acts fill out the records previous to our own as found in the early volumes, A, B, and C, 1754-1796, in the Wayne County Building. There is a volume D, or the register of William Monforton, 1786-1793, in the Canadian government archives at Ottawa. All volumes—A-D—have been copied for Mr. Burton.

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but it is to be regretted that the originals in the Wayne County Building are not better preserved than is possible under constant public usage. The Quebec provincial archives have the Intendants' registers and those of the Conseil Supérieur. These have been copied for the record of settlement at this post under seigniorial tenure, and we are entirely dependent upon these records for our information of royal and seigniorial rights and prerogatives, and also for the lists of settlers at definite periods, with one exception. For there has come to the Collection through the Cicotte family to the first Michigan historical society and thence to the Detroit Public Library a book unique in record and contents. It is the official register of settlement at this post in 1749-1750, when special inducements to settlement were offered by La Galissonnière, administrator of New France. So far as we know there were no similar inducements at any other time nor at any other post. The interpretation of the book may be found in the correspondence of La Galissonnière to the French colonial minister in 1749, as copied from the copies in the Ottawa archives.

This correspondence shows that the French and Indian war was already imminent in the minds of the French commandants in America. Under date of June 26, 1749, La Galissonnière gives his reasons for the Cèleron expedition to the Ohio—"rivière Oyo"—and says that if the English are allowed to establish a post there they will have entrée to all the French posts and even an open road to Mexico. His letter of Oct. 5 stated the need of a stronger garrison at Detroit. "From all time," he says, "this post has been of the utmost importance." It is not only the geographical

center for many Indian tribes, but the place from which any opposition to English encroachment must proceed; it is the most convenient location for the fur trade, and furnished provisions for the voyageur on his way to the southern posts. "These are our reasons, Monseigneur, for taking it upon ourselves last spring to send as many families to this post as we could find, to whom we have promised rations for two years and farming implements. The number is not as great as we would wish, being only 46 persons in all, men, women and children. We did not wait for your approval in this, being persuaded that your sentiments would conform to our own, and it is our intention to send more next spring if we can find them."

This phrase, "si nous en trouvons," would indicate no great willingness for the Detroit post on the part of the French *habitant*, hence probably the inducements of rations and farming implements. From his familiarity with the writing of Robert Navarre, sub-delegate of the French Intendant at Detroit, 1743-1760, Mr. Burton is of the opinion that the volume registering the settlement here in 1749-50 may also be of Navarre's record. The book is in the form of a business ledger in so far as the entries are made under the personal headings of each *habitant*, on pages corresponding to the debit and credit sides of a ledger. The left-hand page shows the date of settlement, extent and location of the grant, and the number of persons in the family. The right-hand page is ruled for two lists, one being the donations outright,—rations and farming implements,—and the other showing what has been allowed as a loan only,—seed grain and oxen, with occasionally cows "a ferme," meaning

Cher Onck,

Shrewsbury Massons 9^{me} Novemb^r 1798

Ces Deux vous Informer que je suis disposé
d'aller rester avec vous, mais une raison qui m'empêche
est que je suis dans un Grand Besoin de Vêtement, si vous
Voulez me donner ce qu'il me faut quand j'entrerais chez vous
à Montpelier, & me ^{faire} donner une Eccl^e le S^r par Quelque
Bon Maître Ecole, je suis dans les Sentiment de faire
ce que je dois faire, ou de faire ce qu'un Conis doit faire,
J'ai ^{rendre} me ~~raison~~ subitement chez vous,

La raison que je ne m'
rend pas au Fort V que je n'ai
pas pu trouver une S^{te} S^{te}lle

Je suis avec Respect,

Votre Tres humble & Obis^t

Neveu,

John Williams.

Les étrangers qui arrivent / de quel que
pays que ce soit / dans l'Etat / sont obligés
de se faire inscrire / immédiatement au
Capitaine de Milice, par eux chef qui
ils assisteront et le Capitaine de Milice en
enfermera / dans ses archives / et
Le Lieutenant Gouverneur / Vous prie
d'en rendre.

Donné au Detroit

Le 23.^e Aoust 1777.

Henry Hamilton

a return to the local official department of part produce. The entry for René LeBau states that in 1755 he took two cows "*a ferme, suivant la coutume,*" that one was killed by the savages in the spring, and the other on Sept. 7, of 1756. We learn that Ambroise Tremblay came up in 1750 in the king's transports with his wife and four young children; that he was given a grant of three arpents on the north side of the river; that he was allowed four rations for the six in the family from Aug. 3, 1750, to Feb. 3, 1752, and was also given the following: axe, spade, scythe, sickle, 2 augers, a plough, a sow, seven hens, 6 lbs. of powder, 12 lbs. of lead, 2 measures of wine, a pint of brandy, 1 lb. of rice, a tarpaulin, 80 nails, and 8 sides of venison. He must return (or buy): 1 ox, 1 cow, 20 minots of wheat and $1\frac{1}{2}$ minots of corn.

Following the settlement of this district and the period of French occupation, Mr. Burton's research work took him to the British Museum for narrative account of the struggle against English encroachment on the Ohio, and to the Public Record Office of London for later and unpublished documents that would aid in the elucidation of the controversy over the northern boundary of the United States. These were of general historical interest; local events and conditions needed the more personal element, worked out in the details of daily business and social life, for any definite understanding of their influence on the development of our city and state in its infancy and growth. This is the element found in personal papers, and these papers are the bulwark of the Burton Collection.

Translation of letter of John Williams, Nov. 9, 1796. This letter is from the Campau papers.

River Huron, Nov. 9, 1796.

Dear Uncle

This is to inform you that I am disposed to come to stay with you but one thing hinders me and that is that I am in great need of clothing. If you will give me what is necessary when I come to you and give me board and lodging and let me attend an evening school under some good master, I feel I would like to do what I ought to do or do whatever a clerk should do, and to report myself to you at once.

I am, with respect,

Your very humble & obedient Nephew

John Williams*

The reason I do not come to the Fort is that I have not been able to find a saddle horse.

Translation of Proclamation of Henry Hamilton regarding strangers in Detroit, 1777. This Proclamation is from the Moran papers.

Strangers who arrive (from any country whatever) into this settlement are to be reported immediately to the Captain of Militia by those at whose house they are staying, and the Captain of Militia will report the same (within twelve hours) to Monsieur, the Lieutenant Governor, under penalty of fine.

Given at Detroit, Aug. 23, 1777.

Henry Hamilton.

*It is uncertain just when Mr. Williams began using the middle initial R. The first noticed is his subscription to a letter of date June 4, 1808.

Chronologically we might divide these collections of personal papers into three periods of a half century each, beginning 1750 and ending 1900. The Askin, Williams, Campau, Curry, Henry, and Browning papers cover a century of trading and commercial interests, trade that extended from Montreal to Mackinac, and from the Ottawa River to the Ohio. The "Adventures" were well named,—“Adventure to the Pinery,” “Adventure to the Miamis,”—outfits or “equipment” of beads, thread, files, saws, tea, English cottons, broad cord, narrow and plain cord, scarlet cloth, cod lines, pipes, powder horns, silk handkerchiefs, gold tinsel lace, silver ditto, blankets, pins, paper framed looking glasses, rifles, guns, beaver traps, tomahawks, combs, coloured ribbon, crimson ditto, axes,—we take a ledger page at random and here we have the savage and civilization, the wild life of the hunter and the comforts of English tea and combs,—all exchanged for the furs that were brought to Detroit, baled and sent down to Montreal in canoes to be shipped to Europe,—the selection of goods for the return trip,—all shows a busy life, and a gay life. A Quebec merchant writes to his London agent, “It is essential that our goods, for variety, may be selected from all parts of the Empire, not only for the amount of our contracts, but for different styles. It is the only way to attract many commissions.”

furs sent
to Montreal

And that Detroit was a gay town during the fifty or sixty years prior to 1805 and justified Gov. Hull's criticism of the expense of living here, is readily evident from these same ledger pages. An entry in Commodore Grant's account reads, “Your share of an entertainment at Forsyth's, £15-17-9—William Rob-

ertson is charged with cash paid for his share of an Assembly (or ball) at Cox's, £14-2-6—"Sold Dr. Harffy for the Assembly 5 gallons No. A Maderia at 34sh."—"Your subscription for a horse race, 16sh."—"7 lbs. scented hair powder at 4sh."—"4 yds. fashionable silk gauze at 16 sh."—"Lent Mr. Heward for mending a silk stocking, 2sh."—"1 pr. Lady's silver shoe buckles £3-4"—"1 pr. gold enamelled shoe buckles, £8"—"1 pr. engraved gold sleeve buttons, £4-10"—"Embroidered satin vest, £10-14-8"—"A fine dress cap for Mrs. Ridley adorned with very rich flowers and a white feather, £4-16"—"5 half dollars won at cards"—"To 1 neat chair, gilt, French varnish, with arms, &c. £92-16-5"—"1 gauze apron and ruffles, £3."

Only from such papers as these can future generations learn the evolution of our money system. Hard money, or cash, was scarce enough in the little town at any time, but with what dismay we of today would be told we were shopping under the handicap of different valuations for the unit. English, or sterling, currency really fixed the rate, but Halifax currency, at a variable advance on sterling, was the standard in Quebec and Montreal, and trade with the eastern colonies had introduced the "York shilling," 60% advance on Halifax. Mr. Askin's ledger for 1795-1798 has rules for the ready reduction of money, which includes "Reduction of English money to New York currency when the advance of Halifax on sterling is given." If a leading merchant felt the necessity of a "ready reckoner" what must it have been for those less skilled in calculation. Then there was the French currency of livres, sols and deniers, used for daily wages. All the bateau, or canoe, men were paid in this. The

value of trading equipments and furs was likewise so calculated. John Askin's invoice book of 1798-1799 is ruled for Sterling and Halifax (Halifax 80 per cent advance on Sterling) and an account for furs amounting to 1,454 livres is also given as £60-11-8 Halifax, or £96-18-8 New York. Notice that this is a rough calculation from Halifax to New York, using the 60 per cent advance on each unit separately and not on the total as a whole.

We have mentioned the standard units only. To a student of the currency previous to 1800 there are many other references. A single receipt from James Sterling to Charles Moran in 1773 mentions livres, ecus (or crowns) and New York currency,—the whole summed in livres and changed to the pounds, shillings and pence of New York. John Askin writes from Michilimackinac in 1778, "Mr. C. Morrison is here . . . he got 28 American paper dollars for a half Joe (\$4). Judge the repute of their currency." In 1786, Commodore Grant offered a bounty of a half Joe to all who would engage in the Lake service for another year. An account book for trade in the Indian country in 1786 has the value of items carried out in beaver currency. In 1800, Point de Sable's bill of sale stipulates for "6000 livres de vingt coppers," or the full value of twenty sous,—a copper coin, —to the livre. Point de Sable takes no chances on local variance. He may even wish to insure cash payment. Financial panics were not unknown, and the close of the eighteenth century showed such depression that old traders spoke of it as beyond anything in their entire experience. Alexander Henry of Montreal predicts bankruptcy for most of the merchants

"unless it rains a shower of half Joes." Richard Cartwright, of Kingston, says he is willing to have his account with Mr. Askin settled in good buffalo robes, "mockson" leather, and even a Mackinac feather bed or two. But Mr. Askin has neither feather beds, leather nor robes.

Such financial stress was the inevitable consequence of uncertainty and change. From 1796, with the coming of the Americans, Detroit assumed a different atmosphere. Individual documents are largely identified with the organization of geographical boundaries and of systematized government,—Detroit as an incorporated town, Wayne County, and Michigan as a Territory. The papers of this time are invaluable for historical reference. The Sibley papers alone are a mine of information. The Woodbridge papers, the Cass papers, all carry us through the War of 1812, supplemented by photostatic copies of government records from Washington. But it is in the personal papers we get the sudden revelation of actual conditions,—letters written with no thought of future reference. John Anderson and his wife have been left in charge of the home of Solomon Sibley who had taken his family to Marietta through the crisis, and Mr. Anderson writes that it has helped much to have the two cows and milk for the sick soldiers. Every night he goes out and tells the soldiers they must respect Mr. Sibley's property. Charles Askin writes to his father from Queenston, "Old Hull is far his superior as a general," referring to Gen. Smith.

With the return to normal conditions, there is rapid progress in city and state development. The Williams papers for the three decades following the

War of 1812 seem to cover every phase of human interest, commercial, political, military, social and religious. We wonder somewhat at the foresight and versatility of Detroit's first elected mayor until we remember his training and his daily intercourse as a youth with his uncle, Joseph Campau, that master of early finance in Detroit. But there is much natural shrewdness and ambition. When only fourteen, he bargains with his uncle for a clerkship under him, his services (translated from the French) "what I ought to do, or all that is required of a clerk," in return for board, lodging, evenings at school with a good master, and clothing. This last he mentions as a chief hindrance to his coming at once, "I am in great need of clothing, and this is a present necessity," as though he fears his uncle might exact service first. Three years later we have expressions of Mr. Campau's confidence in the still youthful John. Writing from Fort Erie he says (also translated from the French), "I am assured of your good disposition and of your judgment as far as you know. Try always to keep in mind the price of goods in Sterling so that you are sure of a profit, but if you find there will be any advantage in buying at other rates, take some money and make the purchases. Keep your goods well assorted and do not allow the other merchants to get the start of you in this, in my absence. Try to be patient with the savages, so as not to drive them from the shop. Always be discreet in business, anything else is fatal. I assure you I am not disturbed about my affairs. You know my trade and my way of doing things. You will always follow this and do even better. You may give credit to those who you know are capable of paying. Take all kinds

of grain at the current price, but chiefly wheat. Try to make those pay who owe me and neglect nothing. I close by wishing you good health."

Such a business manual to the youth and the lessons so learned proved to be Detroit's gain in later years. Many are the memorials and petitions in this well-known and perfect script,—to "The Mayor, Aldermen, recorder & freemen of the city of Detroit," in 1827, for a lot suitable for the erection of a Chamber of Commerce,—to "The Honorable, the Legislative Council of Michigan Territory," in 1834, for the incorporation of an insurance company with banking privileges. For half a century John R. Williams omitted no call to serve his native city. Nor did others of like calibre. And it is all on record for students of history or economics.

Through the nineteenth century we may follow the development of Michigan as a State in the various papers where some one interest was the moving factor. The Trowbridge, Hastings and S. D. Miller papers are largely of banking interest, though it would be decidedly unjust to limit them to one issue. Especially are we impressed with the capacity of C. C. Trowbridge for business, church and family trusts. Sometimes he advises from "experience dearly purchased." He is the plank road man of Michigan, as the papers of James F. Joy show the railroad financier. Michigan surveys are given in the John Mullett papers. A century of legal interest is covered by the Sibley, Woodbridge, Emmons, Howard, Moore and Duffield papers. The papers of Gov. Austin Blair, with others of society and hospital record, and individual letters, show Michigan's unstinted share in the Civil War.

It is a source of much gratification to Mr. Burton and the Library administration that family papers of rare interest are being added to the Collection and thus made accessible for research work. Mr. John Bell Moran recently supplemented the gift of his father, John Vallee Moran, to Mr. Burton some years ago, with a further donation that brings the Moran family papers within a century period, 1758 to 1847. Miss Hinchman donates Civil War papers of her uncle, Col. Marshall Wright Chapin, of Detroit. Mr. Burton has just located a manuscript letter of Gov. Cass, of fourteen pages, to Postmaster Lanman, of Monroe, in 1820, in which Mr. Cass discusses the Indian situation and states clearly his reasons for the stand he takes that no amendment is advisable of the Act of Congress then in force regulating Indian trade and intercourse.

That the Burton Collection was a timely and a valuable gift to the City of Detroit through its Public Library will be more and more evident as the years leave fewer traces of former days; that it was appreciated by his fellow citizens as expressed by the Board of Library Commissioners may be read from the mural tablet in bronze at the entrance to the Collection in the new Public Library:

IN HONOR OF
CLARENCE MONROE BURTON
A CITIZEN OF DETROIT.
HIS GENIUS AND
INTEREST LAY IN THE
COLLECTION OF THE
ORIGINAL SOURCES OF
HISTORY OF THIS
CITY AND STATE AND
OF THE NORTHWEST
TERRITORY. HAVING
DEVOTED A LIFETIME
OF EFFORT TO THIS
WORK HE PRESENTED
THE RESULTS OF HIS
INTEREST AND INDUSTRY
TO HIS FELLOW CITIZENS
ANNO
DOMINI
M C M X X I

HISTORICAL WORK IN MICHIGAN

BY ALVAH L. SAWYER

(President Michigan Pioneer and Historical Society)

MENOMINEE

IN THIS day, when it is a recognized fact that the women of the country are doing a large part of the historical work, it is not to be wondered at that I, a mere man, felt highly complimented on being invited to discuss this topic before your Club, and I accepted the privilege as an honor, and with pleasure.

Why it is that the women of today are more active than the men in historical work may be a question. Some have attributed the situation to the fact that men are more absorbed in business affairs and find little time to interest themselves in current events. Be this as it may, it is my opinion that, besides the pleasure found in historical work there is also a duty commanding it, and I am therefore led to inquire as to whether or not it may be that women are first to recognize the duty.

It does seem to be a fact, however, with both women and men, that, once well started, the work becomes attractive and yields its own reward. The conclusion follows, that the secret of success in this work is to get the people well started in it, and it will grow because of its own merit and attractiveness.

As to the duty of every person to perform his or her share of historical work, it has been well said that a

Read at the History Day program of the Women's Club, Iron Mountain, Jan. 26, 1922.

people which does not honor the memory of its forebears does not deserve to be and will not be honored by those who come after.

It is in line with this sentiment that I compliment your club in its work, in its recognition of the call to duty, and I ask and urge you to continue until the inspiration of the work is extended to all your people.

Had I been asked to deliver a sermon instead of a simple address I would have selected as my text that passage from the Holy Writ,

“Honor thy father and thy mother that thy days may be long upon the earth which the Lord, thy God, gaveth thee.”

Wherein does this Divine command differ, in sentiment, from that first referred to; the application, historically, being that we must honor our ancestors, our forebears, if we would ourselves deserve or expect to be honored,—that our days should be long. Here, then we find the obligation. Our work is made doubly pleasurable, first, in the realization of duty performed, second, in the incentive connected with the work from its educational standpoint. From a utilitarian standpoint I may add that it should find favor in the business world where it is recognized that “experience is a dear teacher,” and that it is an element of economy to profit by the experience of others. History not only acquaints us with the experience of generations gone before, but it acquaints us with the trials and hardships under which that experience was had, and the result is, not simply knowledge, of much value, but the development of a reverence for our pioneers, and a loyalty to the Government they so worked to establish.

No lover of History can be other than a patriot.

Historical work is in the first line of American propaganda.

To talk to you upon "Historical Work in Michigan" is a far different task from talking upon the History of Michigan. The latter would have to begin in remote ages and be based on such evidences as are found embedded in, or chiseled by the winds and waters upon the rocks.

Historical Work combines the study of that part of history through the many changes of many centuries down to and through the many more recent changes to the present day. A thorough study of history from its beginnings, finds many satisfying evidences within our own State where there have been radical changes in the formation of land and water divisions and our water courses. That this country was for a long period of time entirely and heavily covered with the glacial drift is established by much evidence, but leaving wide fields for conjecture as to time and effects.

Then, too, we come to the fact that during the period of modern history this part of the country has been subjected to the savagery of the Indians, and to the successive rule of France, England and the United States.

As to Historical Work within the State, its commencement should undoubtedly be credited to the Jesuite Fathers, who in their efforts to civilize and christianize the Indians, penetrated the wilderness, and plied their Holy work along our Lake boundaries, back in the 17th century. For a period of forty years they made record of their religious work in this part

of the world, and incidentally therein they made mention of, and thereby recorded for our use, many items of great historical value, including much as to the habits and customs of the Indians, geological and geographic conditions, and sad to say, the effects of French military control, because of which the great work of the faithful Missionaries was forced to be abandoned.

Following that short period of civilized visitation this country lapsed into and passed through a century and a half of barbarism, so dense that little light has permitted records upon the pages of history.

It was not until near the beginning of the nineteenth century that real civil history may be said to have had its beginning in Michigan; strategic points only having theretofore played prominent parts, and those from a military standpoint.

You, of course, know that the American Flag was first flung to the breezes of Michigan in 1796, when Captain Porter, with a detachment of troops from Gen. Wayne's army, took possession of Detroit. That year Wayne County was organized, not as a part of Michigan, but as a part of the Northwest Territory. It included what is now Michigan, and portions of Ohio, Indiana, Illinois and Wisconsin, with the County Seat located at Detroit. It is therefore proper to say that organized government began, in Michigan, in 1796, but in the Upper Peninsula, the British Flag held sway, at Sault Ste. Marie, until 1820.

Territorial Government was established in 1805, and Michigan became a State in 1837. Even then large areas, especially in the Upper Peninsula, continued a wilderness of the wildest kind.

It can be well understood why, in those trying

times of the beginnings of local government, while the pioneers were battling not only with forests and swamps, but also with savages, they found little time, and probably little incentive, for historical work, and it was not until about 1871 that organized work in that line was begun.

In that year a call was issued for a meeting of "Gentlemen who have been permanent residents of Detroit and vicinity for thirty years or more," and at that meeting the Pioneer Society of Detroit was organized.

The first Legislative action in the line of this work was in 1873, when a joint resolution was passed directing the State Librarian to issue a printed circular inviting the citizens of the State to deposit in the State Library mineral and geological specimens, and books, pamphlets and papers pertaining to the history of Michigan; also Indian relics and curios of any kind.

During the same month the Legislature passed an act providing for the incorporation of State, County and Municipal, Historical, Biographical, and Geological Societies.

Here, again, we find a woman prominent in the active beginning of historical work in Michigan. Mrs. Harriet S. Tenney, State Librarian, in June of that year, in obedience to said resolution, issued a very comprehensive and interesting circular, which was widely distributed, and which was the active beginning of a work that has been and is being continued, and which has already resulted in the acquisition by the State of a very valuable, indeed a priceless Historical Collection.

The work thus once started; the inspiration spread

throughout the State, and, upon the suggestion of the *Detroit Daily Post*, a meeting was held in Lansing, in March, 1874, followed by an adjourned meeting April 22, of the same year, at which the present Michigan Pioneer and Historical Society was organized, although its name was then "Michigan Pioneer Society."

The collection of material called for by the Librarian's circular, accelerated, and the importance of which was emphasized by the activities of the Society and its members, evidenced much interest in the work.

At the annual meeting of the Society in 1876 there was appointed a "Committee of Historians," to prepare the material on hand for publication, and to solicit, from each county, papers relating to the early history of the counties,

"so as to preserve a history of the State given by the pioneers themselves."

This "Committee of Historians" issued a circular which was sent to several persons in each county calling for the desired material.

That the response was general is shown by the report of the Committee, made in November of that year, with the material for Volume 1, of the *Michigan Pioneer Collections* ready for publication.

A glance at that volume speaks strongly in praise of the efficiency and activity of that Committee, and the civic pride and patriotism of the citizens throughout the State (worthy of emulation today).

This portion of the State was then a part of Menominee County, and its early development, including mineral discoveries, found mention by the pen of Judge Eleazer S. Ingalls, who that year wrote the *Centennial History of Menominee County*, who was a

progressive pioneer and did much in the making of Michigan History; having formulated and secured the enactment of the law organizing Menominee County, and in many other ways he was active in governmental as well as physical development, and at the same time active in historical work.

The work of the Society thus commenced has been continued until, in a series of 39 volumes, it comprises a history, "by the pioneers themselves," of incalculable value to the State. It is being continued in the form of the *Michigan History Magazine* which I will mention again later, and in a series of documentary volumes.

Aside from the collection of historical papers mentioned, there has been a large collection of relics in a wide range of interest, of positively incalculable value, being representative of places, ages, times and people, covering the entire State, and they now constitute Michigan's Historical Museum, which can and should be preserved and added to for the benefit of present and future generations.

One cannot view these two magnificent collections of records and relics without a realization of the extensive, persistent, untiring, and yet volunteer efforts that have been put forth by the workers of the past fifty years, nor without being aroused to a sense of duty in the people of today to make certain the preservation of those collections, and the continuance of the work.

In 1888 the name of the State society was changed to the present name of "Michigan Pioneer and Historical Society," and the name of the published collections has been changed, accordingly.

In 1913 the Legislature created the "Michigan His-

torical Commission," and provided it with an appropriation for carrying on its work. The Governor is, ex-officio, a member of the Commission. It has been the general practice to appoint the other members of the Commission from the personnel of the Board of Trustees of the Society, with the result that these two Historical bodies have acted jointly and harmoniously, without duplication of work.

With the appropriation granted, the Commission defrays expenses that could not otherwise be afforded, and this includes compensation for a Secretary who acts as such for the Society as well.

Dr. George N. Fuller, who had been especially fitted for the position by his work at Harvard, Yale and the University of Michigan, was chosen as Secretary, and in that capacity he has been of great value to the State. In addition to his Secretarial work he has, in an executory way, added much to Michigan's recording of History, by the production of a number of Historical volumes on various topics, and he is producing an exceptionally fine work in the *Michigan History Magazine*.

It is the purpose of the State Society to encourage organization of local societies in each county and to maintain close relationship therewith, thereby to perfect, in detail, the Historical records of the entire State.

It was largely to extend this feature of the work throughout the Upper Peninsula that it was decided by the State Society to hold mid-summer meetings in this Peninsula, and to hold the same from place to place, jointly with local societies. Six such annual

meetings have been held, and with increasing popularity, thus proving the wisdom of the plan.

The meeting at L'Anse last summer was very enthusiastic, even to the attendance upon a White Fish Dinner at which the Society and visiting friends were elaborately entertained by the citizens, at Pequaming Point, where, at a conservative estimate, one hundred and fifty automobiles were parked in the woods surrounding the picturesque site of the generous feast. Not all the enthusiasm was exhausted, however, in the dinner. On the contrary each session of the convention was largely attended and much enthusiasm in the work was exhibited.

Next summer the joint meeting is to be held at Mackinac Island, and the historic incidents of that place, alone, should cause the inspiration necessary to secure a large attendance, to say nothing of the good program that may be expected.

Before closing I want to make special mention of a few important features of present historical work and needs in Michigan.

First. Is that of support for the *Michigan History Magazine*. The small sum of one dollar, sent to Secretary Fuller at Lansing, will make you a member of the Michigan Pioneer and Historical Society, and at the same time bring you the Magazine, quarterly, for a year. The Magazine, alone, is well worth the price, and I do not hesitate to recommend it to all my friends, as an investment, to say nothing of my interest in securing for the Society a large and representative membership throughout the State, and especially throughout this Peninsula, and to say nothing of the pleasure

it will bring you to be engaged in this state-wide work.

Second. Let me mention the importance of marking historic places. Every locality has places of historic interest, at least locally, and the importance thereof will increase with the passing of time. It is important to mark them now, when it may be done with accuracy, even should your markers be temporary, to be replaced by permanent ones as opportunity affords.

Then, too, historic places are matters of first interest to tourists, and their erection will aid in the attraction and holding of the tourist traffic, which is of so much interest and importance that the Upper Peninsula Development Bureau is exerting strenuous efforts to encourage it, and in those efforts is included the marking of Historic spots.

Third. Let me mention that the laws of Michigan especially authorize Boards of Supervisors of counties to appropriate, not to exceed \$200 in any year, to aid in marking Historic places, and a further like sum for other historical work. With the aid of such appropriations, systematic effort, to a reasonable degree, will accomplish much in a few years.

Fourth. I desire again, because of its great importance, to call your attention to the next mid-summer meeting to be held at Mackinac Island in July, 1922, the dates for which will be announced at an early day. In addition to an attractive program, there will be the opportunity to, at one and the same time, combine a delightful summer outing with a visit to that place, of all Historic spots in Michigan, so inspiring because of its fullness of interesting events in early history,

and its combination of picturesque grandeur, in which both land and water strive for precedence. Then, too, permit me to call your attention to the fact that this meeting will afford an opportunity to bridge the natural channel that divides the two Peninsulas of our great State, when history workers and history lovers of both can clasp hands on common ground. Pardon personal mention, when I say that I made mention of this fact in a recent talk at a D. A. R. conference in Detroit, and there I threw down the gauntlet to the people of the Lower Peninsula in the matter of attendance, feeling assured that it would require but a simple announcement to the loyal citizens of the Upper Peninsula, to secure their attendance, en masse, to meet our southern friends. This is an occasion when George should not say, "Let Mary do it," but both George and Mary should go and share the pleasures, and duties, awaiting us there.

I realize that my subdivisions have already become rather numerous, but I feel impelled to make use of this opportunity to add a

Fifth. For I desire to mention that most of the counties in the State have regularly organized Historical Societies, some of which are very active, and each county owes to itself, as well as to the State, the organization and maintenance of such a local Society. Except in two or three places organized work in the Upper Peninsula is comparatively new, and needs to be pushed and encouraged, so that this entire Peninsula may be alive with Historical activity; splendid examples of which are to be found in the Keweenaw Peninsula and in Marquette County, where the business public and citizens in general have become

aroused to the pleasure and benefits afforded, and where frequent meetings are well attended.

In this connection let me further say that I shall feel a personal pride in the result, if historical work is perceptibly advanced in this Peninsula during this year, and I'll tell you why. You know that it has long been felt that in the affairs of the State the Upper Peninsula has fared scantily, and some loud complaints have been uttered. It seems to be a fact that there is a slight awakening to our complaints, and the awakening is evidenced in the action of the Michigan Pioneer and Historical Society which, for the first time in history, has chosen its President from the Upper Peninsula. While I am proud of the honor that fell to me I realize that it was because of my good fortune in being a resident of our beautiful Peninsula, rather than from personal merit, that the honor fell to me. It is yours, it belongs to the whole Peninsula as a recognition of the dawning realization that we are a considerable part of Michigan. Will not the Peninsula justify the realization, and permit the announcement, at the next annual meeting, of an active increase in our work; in the organization of new societies and an expansion of the work of others.

If you will permit me another subdivision,

Sixth (which I positively promise will be my last), I will call to your attention one of the most, if not the most important duty of the citizens of Michigan, from an Historical standpoint. It is the construction of a *State Historical Building*. As has already been said, Michigan has a very valuable Historical Collection. It must be seen to be appreciated. It is

in danger of loss by fire, and we have no suitable or adequate space in which to display it; consequently we are deprived of its full benefits. It is tucked away in the attic of the Capitol and much of it is packed in boxes because of lack of room for display. It is the result of fifty years of Historical activity, and it is priceless. The largest part of it, if destroyed, cannot be replaced. The loss of it would be immeasurable and irretrievable. We owe it to those who have collected it, to ourselves and to our descendants, yes, we of today, owe it to our State to see that it is preserved. Besides this the working facilities of our Historical organizations are grossly inadequate to the requirements. We need a new Building. To say we *need* it, ought to be equivalent to saying we *must have it*. Our sister States have such buildings, some of them magnificent in design, and commodious in scope and arrangement. *Why not Michigan?* Why not one adequate to our demands, and worthy of our great and progressive State.

Prior Presidents of our State Society have been wont, for years, to call attention, from time to time, to this great need, but the public was not aroused, and there seems to have been a general feeling that we should "let George do it" and George has been loth to start the work.

Finally, however, at the annual meeting of the Society in 1920 a Committee was appointed to take up the matter. After several meetings, considering financial conditions in the State, the Committee concluded that the time was not ripe for launching the project. However, at the last annual meeting the Committee was continued and we may expect that

when conditions are favorable, a plan will be reported. I have spoken of it thus at length because of its great importance, and so then when the project is launched we may be prepared to "get behind" and help to "put it over" for the glory of Michigan, and in honor of her pioneers.

WHAT ABOUT MICHIGAN ARCHEOLOGY?

By GEO. R. FOX

(Director, The Edward K. Warren Foundation)

THREE OAKS

MICHIGAN'S work in the historical field is second to none of other states of the Union. Through the activities of the Michigan Pioneer and Historical Society and under the supervision of the Michigan Historical Commission, a vast amount of material has been collected, edited and given to the world; and much more is retained in the archives or is waiting to be handled.

The work of the Society and of the Commission comprehends in a large measure only the broader fields of Michigan History. Each county, each city, even each township and village will find a wealth of materials but waiting the coming of an interested recorder. By far the greater will be but of local interest, but there are some materials to be found nearly everywhere in Michigan that reach into the wider field of the State.

These are designated remains archeological, the works of an aboriginal people in days when there was no Michigan; and can best be comprehended when studied in their statewide relations. While they are usually considered under an historical head, they do not depend for their value upon written records. Overlapping with the historic periods on one side, on the other they extend backward into time an unknown distance. Though Michigan has an excellent record

on the historical field, her work in archeology of her own territory is not so praiseworthy.

Michigan's fame in this field goes back fifty years and rests largely upon types of remains which attracted great attention at that time. These were the "Michigan garden beds," and the "aboriginal copper mines." Concerning the first, similar remains have been found in many states; in her possession of the pits from which the aborigines digged their copper, Michigan stands alone. But of the other remains in the State little was said; they received scant attention.

For the purpose of this article references to papers dealing with Michigan archeology are necessary. The bibliography on this subject other than minor references in books and reports, is brief. Including only papers which deal with this subject, of all articles which deal with Michigan antiquities, nearly one-half concern the copper working on Isle Royale and the Keweenaw Peninsula.

Articles from the *Michigan Pioneer and Historical Collections* are:

"Prehistoric and Modern Copper Mines of Lake Superior," by Samuel L. Smith, Vol. 39, pp. 137-151.

"Prehistoric Man on Lake Superior," by John T. Reeder, Vol. 30, pp. 110-118.

"The Mound-Builders and their Work in Michigan," by Henry H. Riley, Vol. 3, pp. 41-48 (partly on the copper pits).

"The Mound-Builders in Michigan," by Henry Gilman, Vol. 3, pp. 202-212 (largely "Ancient Mining at Isle Royale, Michigan").

From other sources:

"Mound-Builders and Platycnemism in Michi-

*Michigan
copper
mines
Michigan
garden
beds
Michigan
antiquities*

gan," by Henry Gilman in the *Smithsonian Report* for 1873, pp. 364-390; fully one-half the article is given over to a discussion of prehistoric copper mining on Isle Royale.

Aboriginal mines in Keweenaw County are described by Henry Gilman in the *Smithsonian Report* for 1874.

"Aboriginal Copper Mines of Isle Royale," by Wm. H. Holmes, in the *American Anthropologist*, N. S. Vol. 3, pp. 684-696.

"Ancient Mines on the Shores of Lake Superior," by Chas. Whittlesey, *Smithsonian Contributions to Knowledge*, 1863, p. 17.

"Precolumbian Copper Mining in North America," by R. L. Packard in the *Smithsonian Report* for 1892.

Of articles on other than these primitive mines, the list is short. From the *Michigan Pioneer and Historical Collections*,

"Ancient Garden Beds," by Bela Hubbard, Vol. 2, pp. 21-35.

"Saginaw County as a center of Aboriginal Population," by Fred Dustin, Vol. 39, pp. 252-260.

"Prehistoric Forts in Macomb County," by Geo. H. Cannon, Vol. 38, pp. 73-78.

"Mounds and Mound Builders in Saginaw Valley," by W. R. McCormick, Vol. 4, pp. 379-383.

"Mounds and Circles on Rabbit River," by H. D. Post, Vol. 3, pp. 296-298.

These with the two articles previously quoted by Gilman and Riley on Mound-Builders, comprise nearly all the extended material in the *Collections* giving definite locations and treating of different groups. There

are a few more treating of archeology as a whole, and a host of references in other articles which mention and sometimes locate mounds, enclosures, village sites, garden beds and the like. But a few of these need be mentioned to show how the references are found.

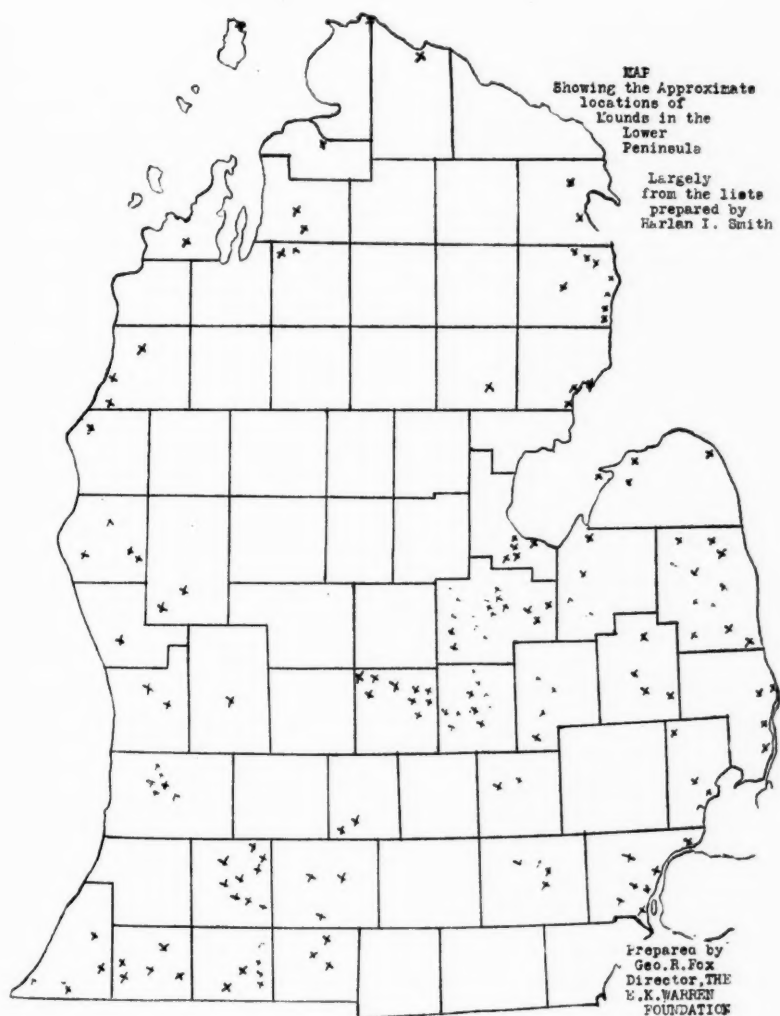
In "Early History of Berrien County," by Damon A. Winslow, Vol. 1, on page 124 he describes an Indian burial ground. Under "Resources of Michigan," Vol. 12, pp. 390, ten mounds are listed for Ontwa Township, Cass County. On page 509, in Vol. 17, G. W. Moore in "Historical Sketch of Medina Township, Lenawee County, Michigan," locates two groups of mounds, one of ten, the other of forty units.

In addition to this material in the *Collections*, there are Harlan I. Smith's "Summary of the Archeology of Saginaw Valley," published in three parts in the *American Anthropologist*, N. S. Vol. 3, Nos. 2, 3 and 4, and his "Primitive Remains in the Saginaw Valley, Michigan; the Ayres Mound," in *The Archeologist*, Vol. 3, No. 3.

The Smithsonian Institute of Washington, D. C., in its annual *Reports* has published some valuable papers on Michigan archeology.

"Ancient Mounds in Clinton County, Michigan," and "Ancient Forts in Ogemaw County, Michigan," both appear in the *Report* for 1884, pp. 839-851. Both were written by M. L. Leach of Traverse City.

The report for 1879 lists several mounds and mound groups on pages 434-435. The most extensive work on Michigan archeology appears to have been done by Henry Gilman. His "Mound-builders and Platycnemism in Michigan," Report for 1873, pp. 365-390, besides the account of the copper workings on Isle Royale,



contains several plats on which are accurately located many mounds and mound groups in the Southern Peninsula.

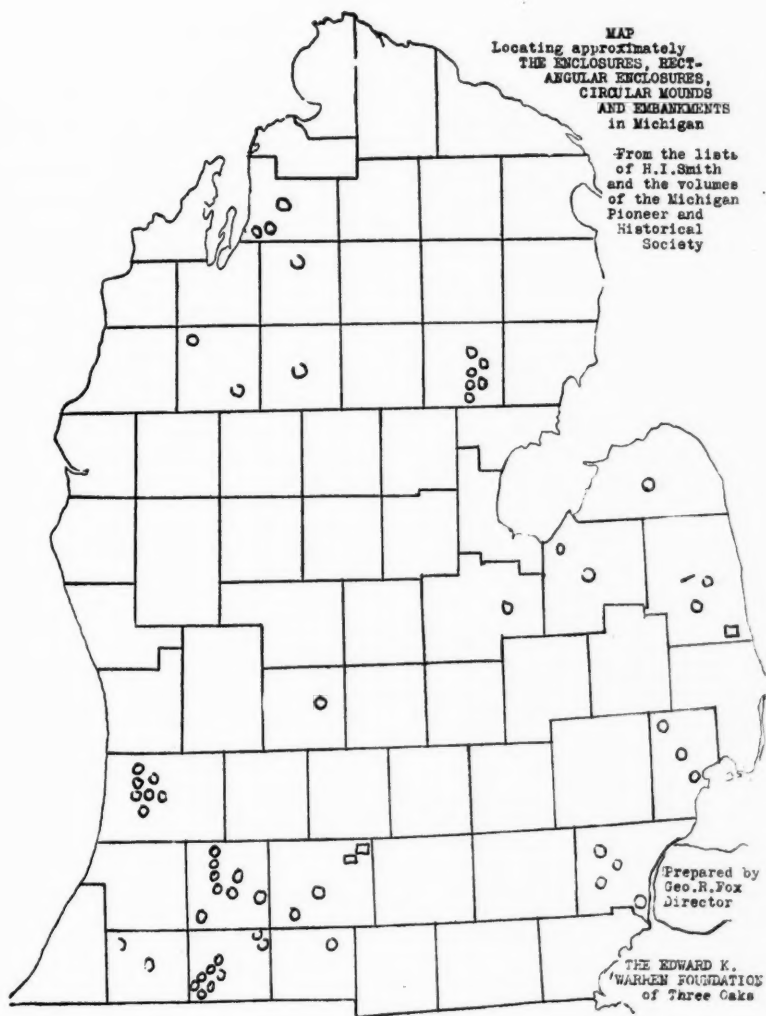
The most valuable work for archeology in Michigan has been done by Harlan I. Smith, now Archeologist to the Geological Survey of Canada. Two papers published by him under the Michigan Geological and Biological Survey are the first attempts to collect all possible information on this subject and to systematize the knowledge.

Publication 1, Biological Series 1, contains his first paper, which lists alphabetically and geographically 389 sites of mounds, villages, cemeteries, garden beds, enclosures and a few other antiquities.

In publication 10, Biological Series 3, pp. 167-180, is his "Memoranda Toward a Bibliography of the Archeology of Michigan." In this are listed only major references or easily found articles. None of the minor notes in the *Michigan Pioneer and Historical Collections*, previously mentioned here, find a place.

Using Smith's list of aboriginal sites as a base, and including all references found in the 39 volumes of *Collections*, three maps of the Lower Peninsula have been prepared. These cover the three major classes of remains: (a) mounds, (b) earthworks, enclosures, circles, etc., and (c) garden beds.

It has been considered necessary to delineate only the Lower Peninsula, for there are reported from the Northern Peninsula neither enclosures nor garden beds, and only three mounds. One of these is (or was in Henry Gilman's day) on Point La Barbe on the north side of the Straits of Mackinac, and the other two are on the Ontonagon River in Ontonagon County. There may

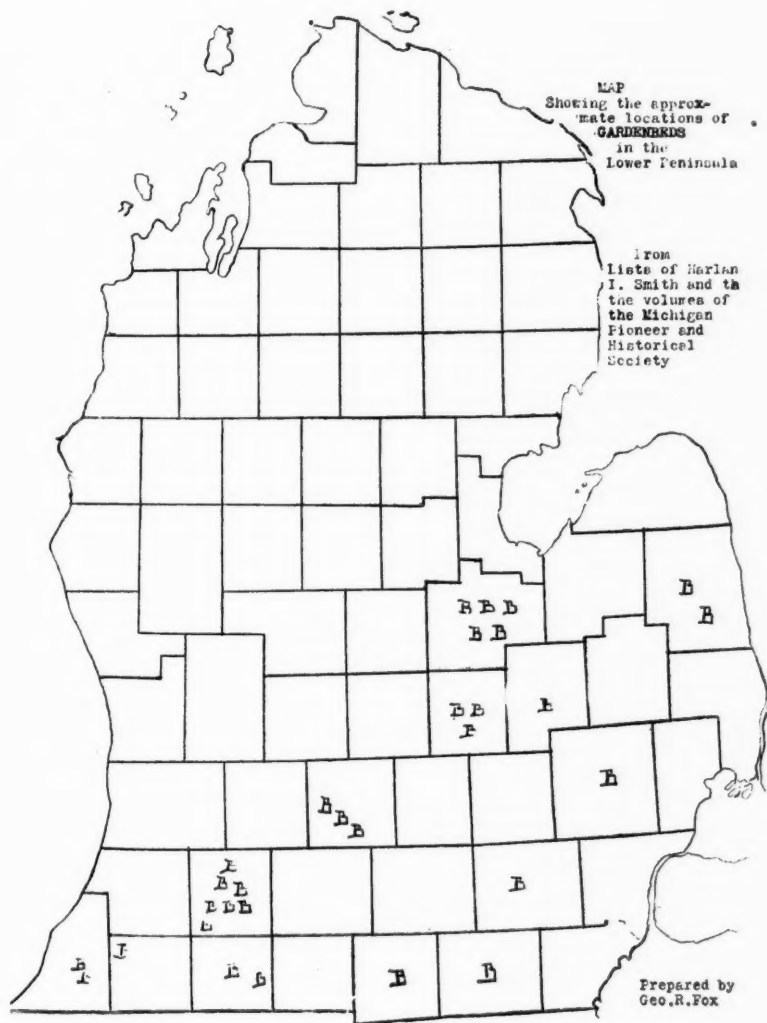


be great numbers of antiquities in this part of the State but unfortunately no one has yet reported them. That this has not been done may be due partly to the fact that this region is about where the Southern Peninsula was seventy years ago, pioneer land. The great majority of early settlers cared but little for aboriginal remains; usually they only noticed them when the earthworks interfered with their utilization of the soil. Later in life when they began to take an interest in historical matters, they recalled where stood these remains left by a prehistoric people.

On the map (a) showing the mounds, there are checked 168 sites. While the majority of these marks stand for a single mound, some represent groups of from two to forty members. Taking Berrien County as a fair average for all the State, the four crosses in this county stand for eight mounds, an average of two mounds to a group. With this proportion holding for the State as reported, only 339 mounds are known, of which all are in the Southern Peninsula save three. And of these 339 it is doubtful if twenty-five per cent are in existence today.

A glance at the map shows that the mounds are found in greatest numbers from the St. Joseph River in Berrien County northeast to Saginaw Bay, with a narrower belt encircling the whole peninsula and following the shoreline. One-half the counties appear to have no mounds. This can hardly be the case, and if a thorough survey were made, mounds would probably be found in all.

On map (c) the "B" stands for garden bed groups. It will likewise be noticed that they are practically all



included in the Saginaw Bay-St. Joseph Belt. These plots number 30.

On the third map (b) are shown the enclosures. The circles and the few squares mark the points at which old forts, circular mounds, circles, enclosures, the class of antiquity described by many similar names, were located. While it is possible that some of the circular mounds here recorded are really tumuli, wherever the term "circular mound" has been found it has been inferred that an enclosure was meant.

It is plainly evident at once that these enclosures are found in different groupings from either of the other two classes. On the map, 59 localities are checked, each circle standing for a single enclosure. On all three maps the locations are only approximate; an attempt has been made to put each recorded antiquity as nearly that part of the county as the map will permit but in some cases so many are reported from one locality that the best that could be done was to put the correct number in the county.

These three maps are given, and the articles giving something of Michigan archeology are listed in order that a bird's-eye view may be obtained of what is known of Michigan's prehistoric remains. The important papers in the Bibliography number twenty-two. Possibly there are more, though not many. Of these, nine deal wholly or in large part with the aboriginal copper mines. Ten (or twelve including Gilman and Riley's articles) are concerned with remains on the Southern Peninsula; and of these, four refer to Saginaw Valley and its archeology. The maps locate 168 mound groups, 30 garden bed plats, and 59 enclosures.

Why this paucity of aboriginal remains in Michigan?

Why are the articles concerning them so few? Largely because they have not been reported and no one has taken the trouble to write of them. No historian, burdened with important historical work, can take the time to investigate reported archeology sites without neglecting the more important work of recording and studying the phases of historic development in the past and in the present. In some instances, when archeology work is dominant, historical investigation is relegated to second place; in others wholly neglected. In some other places the two types of historical study proceed side by side without interference, one with another.

It is easy to criticize, but this paper is attempting solely to point out a constructive program which if undertaken it is hoped will result in Michigan's antiquities being located, platted and recorded, and possibly some of them preserved.

There appear to be three ways in which this might be done. First, have the State establish an archeological survey and appropriate sufficient funds for its maintenance. This was attempted some years ago, without success in obtaining the appropriation.

Secondly, form a society of those interested in archeology and have these members undertake the work in their vicinities: the result of their work can be published in *The Michigan History Magazine* and sent to all members. Such a society might be incorporated independently of other organizations, as a ward of the State; or it might be placed under the guidance of the Michigan Historical Commission; or even under the Biological Survey of Michigan, for it is a question whether or not ethnology and archeology are not as closely allied to biology as to history.

Thirdly, there might be a combination of the two forms; a society with a secretary or other official maintained by the State, the reports to be published as State documents and with a membership paying dues to the society.

That it may be seen what Michigan *might* do, here is a brief record of what Wisconsin *has* done.

Up to about the year 1900, Wisconsin was in much the condition archeologically that Michigan is at the present. There were no records and but little literature save the survey made by Increase A. Lapham. The results of his work were issued as *The Antiquities of Wisconsin*, about 1855 as one of the Smithsonian Contributions to Knowledge. Of lists, such as Harlan I. Smith's "Sites of Aboriginal Remains in Michigan," Wisconsin had none.

But shortly after 1900 a number of men interested in archeology formed the Wisconsin Archeological Society, which was incorporated March 23, 1903, for the purpose of advancing the study and the preservation of Wisconsin's antiquities. Three classes of membership were instituted, annual, sustaining, and life; and since its beginning, the membership has varied from 300 to 600 and is slowly increasing.

Incorporated as a ward of the State, the quarterly magazine, *The Wisconsin Archeologist*, is issued as a State publication, the Legislature appropriating each year a small sum for this purpose. The funds derived from the dues of the members are used wholly in meeting the necessary expenses and in surveying and research work. After several years of activity when the results accomplished by the Society were plainly in

evidence, the Legislature appropriated a sum for a survey of the archeological remains of the State.

In the period before the appropriation was received, many members had done extensive field work, defraying all expenses from their own pockets. And when the money was received from the State, the Society determined not to expend one cent for salaries, but to use the whole amount in paying only the necessary expenses of parties on the survey; the members doing the work gladly donated their time and received from the funds only sufficient to cover their traveling expenses. All accounts were handled through and audited by the Wisconsin State Treasurer.

As a result of the work of the Society extending over nearly twenty years, Wisconsin today has many volumes of reports dealing with her antiquities. In no State is more known concerning its aboriginal remains than in Wisconsin.

The Society's magazine, *The Wisconsin Archeologist*, first appeared in October, 1901, and up to the present time 75 numbers containing from 100 to 250 pages have been issued. The articles are well illustrated and deal not only with the records in the State but many cover the field that interests the collector, as a few titles taken from various issues will show:

"Aboriginal Pipes of Wisconsin," by Geo. A. West, Vol. 4, No. 3.

"Native Copper Implements of Wisconsin," C. E. Brown, Vol. 3, No. 2.

"Implement Caches of Wisconsin," Chas. E. Brown, Vol. 6, No. 2.

"Birdstone Ceremonials of Wisconsin," by Brown, Vol. 8, No. 1.

Here only
could

"Silver Trade Crosses," by Chas. E. Brown, Vol. 9, No. 4.

While at one time perhaps the majority of the members were interested in the society from a collector's standpoint, even from the beginning the greater part of the articles were devoted to the science of archeology and to recording the remains. Articles discussing types, such as "Intaglios," "Gardenbeds," "Cornhills," and the like have been issued. But one of the most valuable pieces of work of the society was the issue of *The Record of Wisconsin Antiquities*, which appeared in the April, 1905, issue of the magazine; this was long before a systematic survey was undertaken, but even at that time, after the issue of "The Record" corrections and additions poured in at such a rate that within the next few years three more additions to "The Record" were issued.

When the survey was begun it was found most feasible to study the remains by regions, rather than attempt to work a whole county at one time. Consequently, of the reports issued, a large proportion are devoted to the different sections. Many of the surveys were undertaken before the State appropriated any funds, the members going into the field, bearing all the expenses and doing the work for the love of it. Some of the regional surveys are:

"The Archeology of the Lake Koshkonong Region," by A. B. Stout and H. L. Skavlem, Vol. 7, No. 2.

"Summary of the Archeology of Eastern Sauk County," by A. B. Stout, Vol. 3, No. 2.

"Ancient Copper Workings on Isle Royale," G. R. Fox, Vol. 10, No. 2.

"Undescribed Groups of Lake Mendota Mounds,"
by Chas. E. Brown, Vol. 11, No. 1.

"Mounds of the Lake Waubesa Region," by W. G.
McLachlan, A. B., M. D., Vol. 12, No. 4.

"Indian Remains on Washington Island," by Geo.
R. Fox, Vol. 12, No. 4.

While it has been difficult to survey counties, yet
there are many which have been worked. A few of these:

"Winnebago County," by P. B. Lawson, Ph. D.,
Vol. 2, Nos. 2 & 3.

"Fondulac County Antiquities," by W. A. Titus,
Vol. 14, No. 1.

"Indian Remains, Manitowoc County," Louis Falge,
M. D., Vol. 14, No. 4.

"Outagamie County Antiquities," Geo. R. Fox,
Vol. 15, No. 1.

"Milwaukee County," by Chas. E. Brown, Vol. 15,
No. 2.

"Waushara County," Geo. R. Fox and E. C. Tagatz,
Vol. 15, No. 3.

"Adams County," by H. E. Cole and H. A. Smythe,
Vol. 16, No. 2.

As a result of this work between 15,000 and 20,000
mounds of which about one-third are effigies, have been
reported, hundreds of plots of different groups made,
and nearly all the effigies have been fully surveyed.
Of the total number of mounds it has been found that
fully two-thirds remain, so that Wisconsin still possesses
the major portion of her archeological treasures. To the
mounds reported must be added hundreds of plots of
cornhills and gardenbeds, and thousands of village

and camp sites, pits, cairns, pictographs, spirit stones and other classes of prehistoric works.

But not the least important work of the Society is preserving for future generations some of the more important mounds and mound groups, and other antiquities. Great success has attended the efforts of the organization along this line. Not only have many been saved but a large number have been permanently marked with bronze tablets.

In the preservation of these antiquities it has been the plan of the Archeological Society to enlist as many other organizations in the work as possible. Local Women's Clubs, Historical Societies and commercial bodies are usually willing to give every assistance toward saving any prehistoric monument near their locality.

It was by a union of efforts that the first mound park was established. With the Sauk County Historical Society and other clubs of Baraboo, the famous Man Mound near that place was made a public park owned and controlled by the Sauk County Historical Society and the Wisconsin Archeological Society. In a like manner the Intaglio at Fort Atkinson was saved.

Other mounds permanently preserved are a fine bird on Devil's Lake, the mounds on the Asylum Grounds, Lake Mendota; on Beloit College Campus, Beloit; on the Carrol College Campus, Waukesha; in Cutler Park, Waukesha; in the parks of Milwaukee; on the State Fair Grounds at West Allis; in Mound Cemetery, Racine; in Smith Park, Menasha; at the Soldiers' Home, Waupaca; in Hilgen Spring Park, Cedarburg; on the Delavan Lake Assembly Grounds; along the right-of-way of the Wisconsin Central Railway at

Buffalo Lake; many in and about Madison; with others at different points.

The Regents of the Wisconsin State University have not only ordered the mounds on the property of the University preserved, but have marked several of them. Largely through the efforts of the Society, all mounds on all State lands are not to be disturbed. One fine representative of the effigy class is on the State Park Grounds at the north end of Devil's Lake.

But there is a greater benefit even than the making of parks; this organized campaign for preservation is working a change in the minds of Wisconsin citizens. Because of the interest the Society is showing and because of the attention various antiquities on farmland and other tracts are receiving, the owners have awakened to a knowledge of their value. From all over the State comes word that farmers and other owners are carefully refraining from destroying or damaging these ancient earth-works.

One farmer near Lake Koshkonong takes such pride in a unique effigy on his place that he calls his home "Squirrel Mound Farm," after the mound. A man near New London has preserved at considerable sacrifice, a unique lot of the workings of the primitive agriculturist, consisting of garden-beds and corn-hills intermingled. The deer mound, a remarkable effigy on a lot in Baraboo is to be deeded by the owner to the Sauk County Historical Society for a park. The McConnell Group of mounds on the west side of Lake Waubesa, consisting of some of the finest examples of the work of the effigy builders extant, a goose, a rabbit, a beaver, a muskrat an eagle and others, has been saved, the owners stating that these will never be disturbed. These are but a few

of the many instances of the good work accomplished by the Wisconsin Archeological Society.

All this without the slightest friction between the Archeological Society and any other societies in the State. The Wisconsin Historical Society has been glad to turn over to this organization this branch of historical work. In fact the Secretary of the Archeological Society and the man on whose shoulders has fallen the task of planning the work of the society, Mr. Chas. E. Brown, is also Chief of the Museum of the Historical Society. Many members of the Archeological Society are also on the rolls of the Historical Society, and several of the officers of the former have been and are officers and trustees of the latter.

The situation in the two states, Wisconsin and Michigan, archeologically speaking, may be summed up thus:

Wisconsin has produced a literature upon her antiquities, covering nearly the whole State. Michigan, save for certain spots, notably Isle Royale, Keweenaw Peninsula and the Saginaw Region, is without reference works.

Wisconsin possesses a detailed knowledge of the archeological resources of the State covering every county and fully two-thirds of the area. Michigan has but a fragmentary record save in a few counties and localities.

Wisconsin has recorded more than 15,000 of her mounds and thousands of her other antiquities. Michigan has knowledge of not to exceed 500 sites, recording about the same number of mounds, garden beds and enclosures.

Wisconsin has now permanently preserved in parks types of nearly every antiquity, to the number of more

than 100 individuals in the various groups and single mounds on the different locations; and in addition there are other hundreds of remains being saved and cared for by the owners of the land on which they lie. So far as can be ascertained Michigan has saved but a single monument, the mound in Bronson Park, Kalamazoo.

Just as today the explorers and surveyors for the Wisconsin Archeological Society find mounds and other sites in every county, so there must be in Michigan many remains waiting to be explored, recorded and perhaps saved for those who come in the years to follow.

But with every passing year more and more of Michigan's antiquities are being destroyed. If they are to be studied and some of them preserved, the task should not be put off longer.

There is much to be said in favor of having a department, established and maintained by the State, make the survey; but if the State cannot be persuaded to do this, then what?

Suppose a society similar to that of the Wisconsin organization were formed. A membership of from one to two thousand, at two dollars each annual dues, should not be difficult to obtain. In addition there should be from 100 to 200 sustaining members, annual dues \$5.00 each; and from the funds derived from life members, a permanent endowment should be created. At \$50.00 for a life membership there should be enough friends of Michigan to gather within a few years 100 such members. If the money is never used but only placed out at interest, an amount gradually increasing with the years, from \$300 up should be available for survey and other research work each season.

Should such a society be incorporated under State

auspices, could not the Legislature, as does the Wisconsin lawmakers, be persuaded to appropriate a small sum each year for the publication of a Michigan Magazine on Archeology?

Michigan is one of the greatest of the states. She is wealthy, populous and has a cultured citizenry. In many ways she excels her neighbor across the water to the west.

Has not Michigan among her people enough men and women who are interested in studying and saving her aboriginal remains to form an organization kindred to that in Wisconsin? If this great and wealthy State does not awake, if her historians and other scientists do not rouse, ere long there will be but a few scattered remnants worth studying and preserving; and the children's children will look back at these early generations and stigmatize them for their failure to appreciate and to safeguard her natural and aboriginal treasures.

DUTCH JOURNALISM IN MICHIGAN

BY HENRY BEETS

GRAND RAPIDS

THE people of the Netherlands are and have been for centuries greatly interested in literature of all kinds. Many Hollanders believe that the honor of the invention of printing belongs not to the German Gutenberg, but to the Dutchman Laurens J. Koster. They can advance some excellent reasons too for maintaining that their countryman invented printing as early as 1423, when he carved some letters out of the bark of a tree in the famous woods of his native city Haarlem, and having wrapped them in a piece of paper to give to his grand-children as playthings, noticed the imprint they had made and so was led to think of printing with movable type.

Whatever in this be true or false, it is a fact that books circulated quite extensively among the Dutch long before their Eighty years' war with Spain was begun. Their universities are among the oldest and most renowned of western Europe, and the illiteracy of the people of Holland has for a long time been exceedingly low. Little wonder, since their Reformed Church order required that every congregation should make provision for the maintenance of schools for primary education.

In the field of Journalism also the Dutch have been in the front rank for centuries. When the Secession Church of 1834 and following years originated under

the leadership of the Revs. H. P. Scholte, A. C. Van Raalte and others, one of their first undertakings was the publication of a monthly called *De Reformatie*, begun in 1837. It was small wonder that when the Dutch immigration to the United States in 1846 and following years had obtained something of a foothold, an attempt was soon after made to have a weekly paper designed to meet the needs of the Hollanders in America who, except a few of their leading people, were at the time unacquainted with English.

Strange to say it was not Michigan to which the Rev. A. C. Van Raalte had led so many and where the Dutch population had become so strong, that the first attempt at journalism was made. This honor belongs to the Wisconsin city of Sheboygan where Mr. Jacob Quintus started his *Sheboygan Nieuwsblad* in the autumn of 1849. This paper was a single sheet, at first Democratic in its politics, later on Republican, and from the beginning quite religious in spirit. During a couple of years it was announced as the exclusive or only organ of the Netherlanders in North America. But soon it had competitors. During September, 1850, a paper was started in Allegan, Mich., called *De Hollander*, published by Hawkes & Bassett. At first one-half of this paper was Dutch and the other half English, but soon it was exclusively Holland. In 1852 Mr. H. Doesburg became the editor and Holland became the place of publication. This paper continued to appear till December 24, 1895. It played an important role in the history of the Michigan Colony. It was at times strongly arrayed against the father and founder of the Colony, Dr. A. C. Van Raalte.

In 1858 Mr. Quintus removed to Grand Rapids where he began the publication of *De Stoompost* (The

Steampost), the oldest Dutch paper of Grand Rapids. In the course of time Grand Rapids became the seat of the publication of a large number of Holland papers, most of them with a more or less pronouncedly religious spirit.

We may mention *De Lantaarn* (1876); *De Honigbij* (1879); *De Vrijheidsbanier* (Banner of Liberty); *De Stem Des Volks* (a prohibition party organ); *De Christen Werkman* (a labor party organ); *Stemmen Uit De Vrije Gemeente*; *De Gids*; *De Kerkbode*; *De Getuige*; *De Schoolbel* (devoted to the Christian primary school movement); *De Geestelijke Wandelaar*; *The Yankee-Dutch* (part Holland and part English); and *De Standaard*, begun in 1875, by Van Strien and Schram.

De Getuige, *Schoolbel* and *Gids* were amalgamated some years ago in a weekly paper called *De Calvinist*. And that in course of time was changed to the *Christian Journal*, at present published by M. Berghege, and on its front page claiming to be Vol. X.

Mr. Berghege is also publisher of a Dutch weekly called *Standard-Bulletin*, an eight-page paper formed by the amalgamation of *De Standaard* mentioned above and *The Bulletin* which Mr. Berghege began when *De Gids* ceased to function.

Mr. H. H. D. Langereis has been active in publishing *Het Ideaal*, *De Huisvriend* and *De Hollandsche*

Only *De Ideaal*, *Huisvriend* survives to this day as a 16-page monthly.

Another monthly paper *De Boodschapper* (The Messenger), containing sermons by Christian Reformed preachers, was amalgamated with *De Huisvriend*.

In the interests of the Holland Home of Grand Rapids there appears since 1893 "*Holland Home*

News," a paper which notwithstanding its English title, is almost exclusively Dutch in contents.

Grand Rapids is also the home of *De Wachter*, a weekly which during many years was published in Holland, Mich., and which is the Dutch weekly organ of the Christian Reformed Church in North America. Since May, 1922, a Dutch periodical is printed in Grand Rapids, "*De Heidenwereld*," a missionary monthly serving the Reformed Hollanders throughout our Union. The paper is 26 years old and of Iowa origin.

To return once more to Holland, Mich. In the same year that Mr. Quintus started his *Stoompost* in Grand Rapids Mr. C. Vorst, in 1858, began with the publication of *De Paarl*, a paper which lived only two years. In 1867 this enterprising publisher started *Een Stem Uit Het Westen* of which only one issue appeared. The next year Mr. Vorst, under ecclesiastical auspices, began the publication of *De Wachter*, now as already stated, published in Grand Rapids.

Before *De Paarl* had ceased to circulate, the Holland Colony Teachers' Association in 1859 began the publication of *De Wekker*, issued in the interests of education, missions, etc., but this undertaking lasted only two years.

In 1862 Mr. J. Binnekant of Holland started *De Verzamelaar* (The Collector), designed to bring before the Holland Reformed people the best religious literature obtainable. In 1865 this publication was amalgamated with *De Hope* which has appeared uninterruptedly to this day as the weekly Dutch organ of the Reformed Church in America, in so far as that church is still using the Dutch tongue.

But even before the *Verzamelaar* appeared, another

Dutch weekly had been started in Holland, Mich., viz. *De Grondwet* (the Constitution), begun in 1860 with John Roost as publisher, and M. Hoogesteger as editor. This paper is the oldest Holland weekly and is able to boast not alone of uninterrupted publication from 1860 to this day, but it can also claim to have been loyally Republican from its start to the present.

Holland, Mich., however has become the graveyard of many a Dutch paper.

During twenty years a monthly paper appeared in Holland, Mich., called *De Gereformeerde Amerikaan*, published by H. Holkeboer. Alas! its promising career was terminated in 1916. Other papers, printed in Holland City, which enjoyed only a brief existence are: *Gereformeerd Maandblad*; *De Heraut*; *De Volkstem* (Free Silver, 1896); *Ons Vaandel*, 1901, a paper which tried to imitate the wellknown *Standaard* of Dr. Kuyper in Amsterdam. *Ons Vaandel* (Our Flag) appeared three times a week and negotiations were begun with the Synod of the Christian Reformed Church, owner of *De Wachter*, to make it a daily issue. Its career was as brief as that of *De Volkstem*, a Socialistic weekly, 1908, and *Voorwaarts*, a bi-weekly periodical also Socialistic, begun in 1914 and discontinued January, 1915.

Kalamazoo, Mich., has also been the home of Dutch newspapers. As early as 1850 a Holland weekly appeared, *De Nederlander*, edited by Mr. Vander Wal and advocating the interests of the Whig party of these days of long ago. But like the party which it represented it passed away in course of time. Thirty-three years ago another Dutch paper began its career in the Celery City, *De Hollandsche Amerikaan*, now appearing

three times a week, the only journal of its kind which is able to do this, and it has kept up this record already many more years than the ill-fated *Ons Vaandel* already alluded to. Another Dutch Kalamazoo paper is *Teekenen Der Tijden* (Signs of the Times), formerly, for about five years, a monthly, and recently changed to a weekly.

In Battle Creek at one time a Holland periodical appeared in the interest of Adventism.

Muskegon was the home for a brief season of a weekly, *De Volksvriend* (Friend of the People), and at present is the seat of a publication company which issues *De Bereer* (The Berean), which appears twice a month as the spokesman of a group of churches which in recent years withdrew from the Christian Reformed Church because of its opposition to certain teachings involved in Pre-Millennialism.

Holland journalism as at present functioning in Michigan is represented by the following papers, arranged alphabetically:

Bereer, semi-monthly, Muskegon

Christian Journal, weekly, Grand Rapids

Grondwet, weekly, Holland

Heidenwereld, monthly, Grand Rapids

Hollandsche Amerikaan, tri-weekly, Kalamazoo

Holland Home News, monthly, Grand Rapids

Hope, weekly, Holland

Huisvriend, monthly, Grand Rapids

Standard-Bulletin, weekly, Grand Rapids

Teekenen Der Tijden, weekly, Kalamazoo

Wachter, weekly, Grand Rapids

Some of these papers seem to be increasing their circulation. Most of them we presume are at a stand-

still, and one or two are perhaps seeing their circulation dwindle slowly but surely. The latter is due to the acceleration of the Americanizing process among the Dutch in Michigan. The two largest denominations among them have already taken measures to provide their younger members with weeklies in the English language, the Reformed Church publishing *The Leader*, at Holland, Mich., and the Christian Reformed, *The Banner*, published at Grand Rapids.

Dutch journalism in Michigan is moribund, inevitably, although it no doubt will survive during several decades, especially in serving country readers. A language as a rule dies very hard. It is too much the very soul of a people. But whatever fate be in store for this branch of activity among Holland Americans of our commonwealth, we may say that as a rule Dutch journalism has functioned in Michigan in an honorable way and in days of national trial and danger as well as during times of peace it has tried to make true American patriots of the Dutch immigrants, and their descendants, instilling love for only one flag, the Stars and Stripes, and inspiring supreme devotion to only one country, that of the land of the free and the home of the brave. We have good reasons to believe that, barring possible exceptions, its leaders have felt something of the sentiments expressed in the "Song of the Holland-Americans:"

"But though we love Old Holland still
We love Columbia more,
The land our sons and brethren fill
From East to western shore."

HOW WE GOT THE R. F. D.

(The First Historical Sketch of the Establishment
of Our Rural Mail Service)

BY J. H. BROWN

BATTLE CREEK

THE *Michigan Farmer* had a very prominent part in the job of helping start "Rural Free Delivery" in this country, and especially in Michigan. During the years 1895-6 Congress was importuned by the National Grange, Michigan State Grange and other farm organizations, to appropriate a little money to test out the experiment of delivering mail to farmers' doors. The writer was on the *Michigan Farmer* editorial staff at that time, and was more or less instrumental in stirring up the demand for, and in helping to start, rural free delivery in Michigan.

Finally the National Grange executive and legislative committees, after a long stay in Washington, poking up the animals more or less constantly, stirred up excitement enough in the Capitol to secure the passage of a bill appropriating fifty thousand dollars to do something to mollify the farmers and prove that rural free delivery would be a fizzle. Many Congressmen were positive it would be a waste of money, and not a few hoped it would pan out so poorly that not a single farmer would ever show up or stick around asking for another dollar to have his mail taken out of the post office and delivered to his home way out in the country.

But it worked the other way, and even exceeded

the fondest anticipations of the original R. F. D. promoters. Congressmen were surprised, and some bitterly disappointed. The test was such a success that the National Grange and a multitude of the farmers of the United States, including the *Michigan Farmer* and other leading agricultural periodicals, demanded that more money be appropriated the next year and the experiment broadened out.

In spite of the demand, Congress the next year, 1897, finally allowed the small sum of \$40,000 to get out of the government till, just to get rid of the pesky farmers who were bothering the Congressmen. Then some of them washed their hands of the whole R. F. D. business forever, and hoped their rural constituents would be satisfied after they had done so much for them against their own principles and consciences in the matter.

Poor Congressmen, how they must have suffered from loss of sleep for the next night or two, realizing they had voted to waste so much of the government's money in such a fizzle scheme.

This was ten thousand dollars less than the first appropriation, and the general feeling among some members was that it would be the last to use in such an idle dream. But let's see how it turned out.

In 1896 there was one R. F. D. route in Michigan, at Climax, our farm home post office, and one each in several other states. In 1897 there were eighty-three rural routes in operation in the United States, and the appropriation was but \$40,000. In 1898 Congressmen had a fit over the pressure brought to bear around them by "the pesky farmers," and had to hand over \$50,000 to get the ruralites started for home once more. That

year there were one hundred and forty-eight rural routes working to get mail to farmers' doors.

In 1899 the Congressional appropriation for rural free delivery was \$150,000. Number of routes in operation, three hundred and ninety-one. In 1900 the astounded Congressmen shelled out \$450,000, and R. F. D. boys were driving, biking, and wading over all sorts of roads and trails on 1,276 rural routes in this great and glorious country. At the next session of Congress there were some scared senators and representatives who had heard from home more than once, including thousands of letters written in farm homes from both enthusiastic and irate tillers of the soil, who wanted their hired man down at Washington to hop around and do something so their folks might have an R. F. D. in good working order in their midst. And it worked down at Washington. Congress shelled out that year, 1901, the sum of \$1,750,000 for R. F. D. activity, and it helped get 4,301 rural carriers. This was quite a shower, after the little sprinkle of the first two years of the R. F. D.

In 1902 the appropriation was \$3,993,740. Number of routes in operation, 8,466. The 1903 appropriation was \$8,054,000. Number of routes, 15,119. The 1904 appropriation was \$12,921,700, and number of routes in operation was 24,566. The tenth (1905) year of R. F. D. service saw Congressmen shell out \$21,116,600, and there were 32,055 rural routes in operation in the various states and territories.

In selecting the first route in each one of several states in 1896, the purpose of the R. F. D. was stated to be to carry mails daily, on a fixed line of travel, to people who would otherwise have to go a mile or more

to a post office to receive their mail. It was required that roads traversed should be kept in good condition, unobstructed by gates; that there must be no unbridged creeks or streams not fordable at all seasons of the year, and that each route of twenty-four or more miles in length domicile one hundred or more families. A slight variation was allowed under special conditions.

After the first appropriation was announced in the press dispatches, and we had referred to it in the *Michigan Farmer*, we wrote to United States Senator Julius C. Burrows, asking that the first experiment in Michigan be made from our farm home post office at Climax. Later on a federal inspector from the post office department came to Climax and asked us to help inspect and lay out the first route. We spent two days doing this and found that it would be impossible for one carrier to get over the roads daily. So two carriers were sworn in and the route divided. Our hired man on the farm, Lewis A. Clark, and Willis L. Lawrence, in the village, were appointed. Then we drew a map of the first rural free delivery in Michigan and printed it in the next issue of the *Michigan Farmer*, and a copy was also sent to the department at Washington.

We are wondering if there is not some farm home in which files of the *Michigan Farmer* of the year 1896-7 have been preserved? We lost our issue in which the first map appeared, and which covered the front page of the paper; and the files of that year in the *Michigan Farmer* office were burned in a big fire several years later. However, in response to many requests, we again printed the map, somewhat reduced, in the *Michigan Farmer* issue of January 21, 1899, just twenty years ago.

Lewis Clark was receiving good wages (\$18 per

month), at that time working on our farm. He had just bought a new high-grade bicycle and conceived the idea that he would like to try the new job of rural mail carrier and use his bicycle when the weather was favorable. Upon his urgent desire, we recommended him to the post office inspector and he was sworn into the service. In those days there were good bicycle paths along the side of the road in many localities, so that Lewis was able to carry mail much of the time during the next few years. In all he rode over twenty-four thousand miles on that machine, and probably there is not another rural carrier in the United States who has such a record. He has the same bicycle yet in fair running order, and his two young boys have used it nearly every summer for several years.

The roads around Climax when the service started were like all country roads. Climax prairie soil is heavy clay loam and very sticky when it is wet. Only about one-third of the two original rural routes were on this prairie, the rest being diversified soil and rolling country outside. When the two original carriers started out that first morning from the Climax post office, December 3, 1896, it was not very good bicycle traveling. However, Lewis Clark stuck to it, even in mid-winter, on certain days when the ground was frozen, little snow, and the roads smoothed down by wagons with wide tires. But he quickly found it necessary to get a horse and cart, and before the first winter was over both carriers were using two horses.

There was precious little mail to carry during the early days of this first service in Michigan. Some mornings either carrier could stuff all the mail for his route in his coat pockets. Sometimes there were less

than a dozen letters. Hardly a farmer took a daily paper. On Fridays and Saturdays there were a goodly number of copies of the *Michigan Farmer*, and it was on such a day that we took the picture of Lewis Clark and his "machine" at our farm mail box.

Willis Lawrence lived in the village and drove his horse and cart west and south. He had a more level country to drive over, but the roads were no better, as a rule. Later on gravel was spread over some portions that were the worst, and a few years ago, under the new county system of building state reward roads, the road south of Climax was improved.

When Clark and Lawrence started out, December 3, 1896, they had about twenty-five to twenty-six miles each day to carry mail. The picture shows them starting out with their horses and road carts. We had preserved that old picture all these years and it now appears in bas relief on one bronze tablet on the north side of the new R. F. D. memorial monument standing in the center of the intersection of the two main streets of the village.

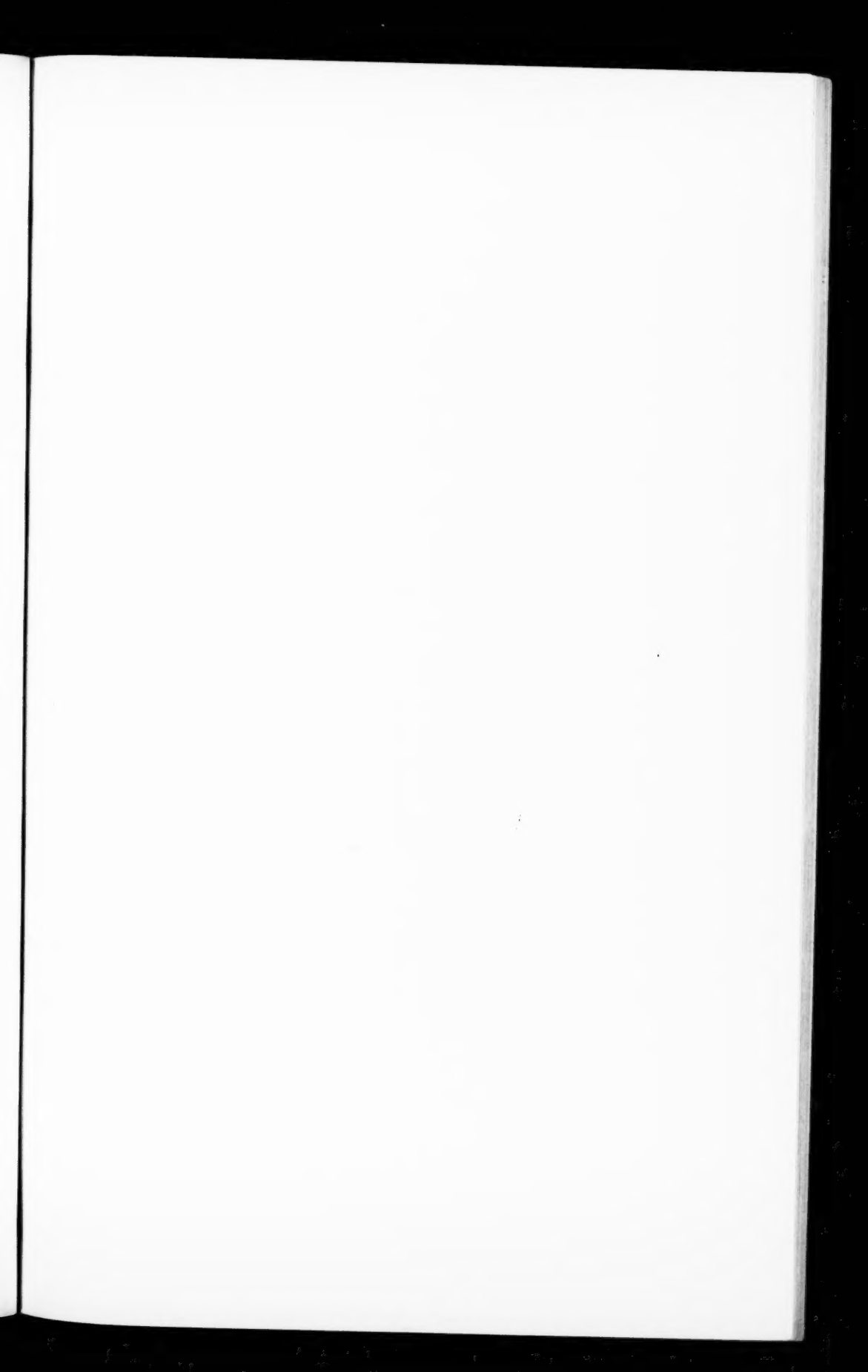
In the early days there was very little mail to carry. Only one or two days each week when the Battle Creek and Kalamazoo weekly papers, and the *Michigan Farmer*, came, was there a sack anywhere near full. But the boys had some hard work to do some of the time when the weather and roads were bad, and it cost more than half as much then for equipment and maintenance as now. Each carrier had to keep two horses, sometimes using one, other times both.

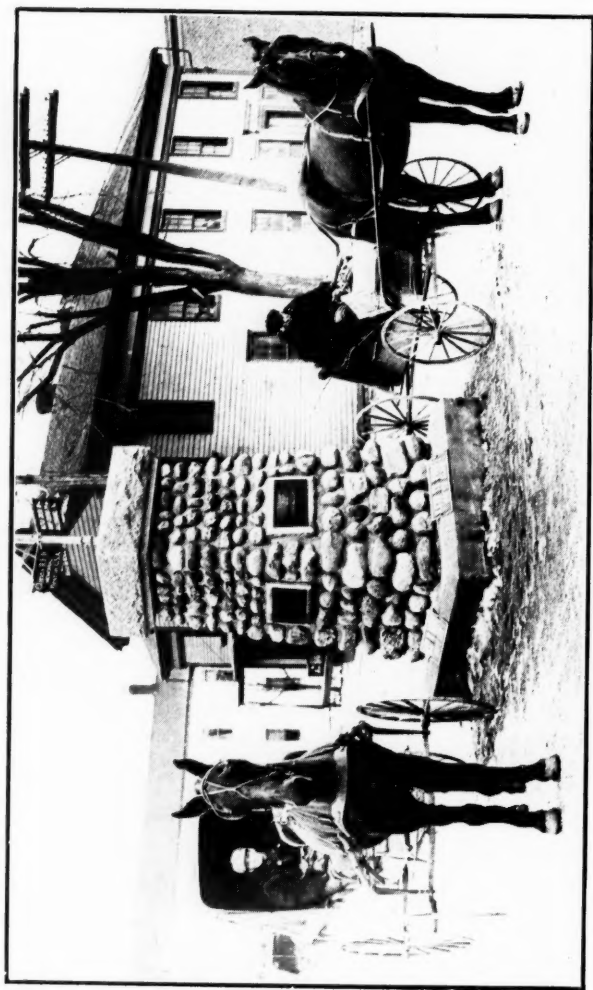
The salary was but \$25 per month, in those early days, and each carrier had to pay about all his expenses. Hundreds of farmers used to wonder how the carriers

managed to keep up and make both ends meet. Of course, living expenses were less and feed was much cheaper, but our hired man left a job that paid him \$18 per month clear profit. He had his board, lodging and other incidentals furnished. He was not married and his worries were few and far between. Soon after he became an R. F. D. carrier, he got married and started a home of his own. Three children came in due time, and still Clark hung onto his R. F. D. job, and likewise stuck closer than a brother to all his other appurtenances, all on \$25 for each calendar month. His good wife has been a help-meet, in the full acceptance of the term. If she had not, Lewis Clark would "have gone busted" long ago.

When the automobile first came along it was the joke of the farmers, their wives, sons and daughters, from Kalamazoo to Oshkosh and back to Ypsilanti. And when the idea of utilizing one of these original gasoline carts for carrying R. F. D. mail was first proposed to Willis Lawrence he laughed at it long and loud. Willis was a first-class mechanic and he thought it would be a cold day when he got caught between a rural mail bag and a chug wagon that was mostly wheeze and inclined to buck any old time or place.

But one day, after these two original R. F. D. carriers had navigated about 71,417 miles over all sorts of roads, in all kinds of weather, Willis met and fell in love with a pioneer chug wagon that probably had been abandoned by its parents or guardians. We don't know just how Willis adopted the poor thing, but in less time than it would have taken at Camp Custer, he was first lieutenant and chief engineer of the bus and it had the honor of being the first automobile to carry mail on the first R. F. D. route in Michigan. Willis could





Lewis Clark and Willis Lawrence, Michigan's first R. F. D. carriers, around the R. F. D. Memorial Monument at Climax, Mich.

box the steering gear with one hand and throw out mail with the other. When the farmer's wife or good looking daughter heard the chug, chug, a mile or two away, she had time to change her clothes and be standing by the mail box when Willis hove to and threw out the anchor. And then, provided the chugger couldn't or wouldn't stop its chugging to catch its second or third wind Willis would shut one eye and cast the mail overboard; and the womenfolks would catch it on the fly, if the wind was in the right quarter, and sail into the house to read a spell.

It was during this period that we one day drove to Climax to take a picture. At that time there were three carriers out of the village. Willis Lawrence was still making his first love go like a charm. Lewis Clark had a fine new motorcycle, and the new carrier, Leo Roof, had purchased one, and for the first time in its history the first R. F. D. in Michigan was fully motorized. In the picture, Lewis Clark is ahead and beside the touring car. All three vehicles are well loaded with mail and the boys were ready to start out.

* * *

Lewis Clark and Willis Lawrence, the pioneer rural free delivery carriers of Michigan, had stuck to their job through hot and cold, wet and dry weather, and had navigated fairly good and miserably poor roads for about nineteen years without any let-up or much of a vacation. They showed symptoms of sticking like a bull dog for quite a spell yet, and had proved themselves good soldiers in fighting poor roads and weather and punching mail into the farmers' mail boxes along their routes.

So we thought over a plan of erecting some kind of a marker or memorial in the village of Climax to com-

memorate the starting of rural free delivery in Michigan and also provide a permanent recognition of these carrier boys and their long service on the original routes out of Climax postoffice. Then we submitted the plan to the farmers on the routes and to the Climax "Men's Fellowship Club," at one of their meetings, illustrating the plan by means of sketches. The idea took unanimously.

Our next move was to take up the plan with our Chamber of Commerce in Battle Creek, as the writer was the chairman of the agricultural committee. The Chamber of Commerce voted to send the writer to Charlevoix to attend the annual meeting of the Michigan Rural Letter Carriers and extend an invitation to them to meet at Battle Creek the next year. We did so, and explained that we wished the carriers to meet in our city, and that we wanted to erect an "R. F. D. Memorial Monument" in Climax in time for the State association to help dedicate it. The plan was enthusiastically and unanimously endorsed, and the date was set for Thursday, July 26, 1917.

During the months of June and July the memorial was constructed. At our suggestion a local building committee was appointed to work under our direction. It was a rather slow job to collect and sort out the stones, place them in position, make sketches and number each stone and assign to its proper owner. The writer, as general chairman, and designer of the monument, had to spend a portion of twenty-seven days driving to the village to work and direct all details.

The plan we made was to use one stone from each of the farms along the original routes traversed by Clark and Lawrence. In spite of careful instructions,

many of the stones brought or sent in by the farmers were too large or too small. In order to build up such a shaft of field stone, without a single bit of chipping or breaking, it was necessary to lay out and try many stones in position before the final setting. By using the larger ones at the bottom and in the corners, and gradually working in smaller ones in the upper tiers, it was possible to harmonize the great variety of shapes and colors and make a beautiful shaft of rough field stone. But it took some time and trying out. We found that it would be better to take in all three rural routes and secure more stones.

There are exactly 239 stones sticking out of the shaft—nine from old, historical sites in the village, and one each from about 230 farms on the Climax rural routes. It was a decided novelty, and this is, so far as we know, the first memorial so constructed. It is officially known that this is the "First R. F. D. Memorial in the United States," and the reverse side of each of the road signs declares this fact. The beauty of the plan is that in the years to come, each farmer, his family or descendants, on the first rural route in Michigan, can go to this monument and pick out the stone that came from his or an ancestor's farm. There are fifteen tiers on each of the four sides. We made a map on each side wall, marked each stone with its official number, and printed an alphabetical list. This list and the maps will, with some pictures we took during and after construction, be framed and hung up in the post office.

Previous to commencing construction of the monument, we applied to the village council for legal

authority to erect the shaft in the exact intersection of the two main streets, thus making it a practical and permanent semaphore, with road signs above the cap stone, to direct and divert local and through traffic. This was officially conferred and then we asked the county road commission to establish the street level and grade, in order that we might have the concrete foundation top about eight inches above the pavement surface, when the pavement is laid.

The concrete base is about six feet square, laid four feet deep in the ground, solid concrete with small stone thrown in. In the early days of the village there was a well and town pump on this spot. Years ago it was filled in, but we took precautions to reinforce the bottom of the foundation.

The stone shaft is about ten feet high to the bottom of the Barre granite cap stone, which is fifteen inches thick and four feet square. This cap stone is massive, handsome, weighs one and one-half tons, and was cut out by the prisoners of Jackson prison. The four bronze tablet blocks are also of Barre granite and project into the stone shaft from twelve to fifteen inches. The shaft is solid stone and concrete, with a vertical three-inch black-iron sewer pipe in the exact center extending from top to bottom. From the bottom angle it runs in a trench to and up an electric light pole at the southwest corner sidewalk. Thus we laid an insulated and waterproofed double-line light wire under ground and up through the monument to the four large electric lights above the cap stone. The sewer pipe extends down the monument, through the trench and up the pole and thoroughly protects the light wire. We give

particular description of this construction because a score or more historical, college and other organizations have visited this memorial and have asked for constructive details for a somewhat similar design memorial. One was a college alumni association in eastern Ohio, that praised the idea of a field stone shaft with one stone contributed from each member.

I have one close-up picture that shows the construction of all four side walls of field stone, also two of the bronze tablets. After laying two or three tiers of stones it was necessary to carefully scrape out the fresh cement-concrete mortar, after it had partially set, from between the stones for a depth of two inches. This was a slow and particular job to secure evenness and make each stone stick right out like life, as the picture shows. Not a single stone was broken or chipped, but left just as it came from its farm yard, wall foundation or field, and no stone has any identification mark. Each stone was tagged until it was laid in the wall, when we recorded it on our chart and alphabetical list. We answer numerous questions that have come to us, in the above description, as it seems others are desirous of erecting some kind of marker or memorial of field stone made up of individual contributions.

The stone shaft is about five feet square at the base and three feet square at the top. It stands perfectly plumb and level, and tapers harmoniously to present a fine appearance to the eye, from any point of view. Before commencing to lay a single stone we erected a staging and guide for construction work. The electric light wire pipe is plumb in the center of the foundation and the outer point of projection of each stone was measured and set by using the pipe as a guide. It was a slow and particular work, and the mason, Fred Beas,

a boyhood schoolmate of ours, did a fine job in laying the stone.

The beauty of the stone shaft is enhanced by the projecting massive Barre granite blocks that support the heavy bronze tablets. There are four of these tablets, and the information they bear on their face, along with the inscriptions on the four porcelain-enamel road signs above the cap stone, give condensed and full information as to what the monument stands for. Thousands of tourists have stopped to look at the memorial, as it attracts instant attention, even a block away. "There is nothing like it in the whole wide world," a noted traveller exclaimed when he saw it for the first time. "It is massive, handsome, harmonious in contour and design, and stands for one of the greatest benefits that ever happened to the farm homes of the United States; the tablets give full information, and the completed monument is an everlasting credit to the designer."

The bronze tablet on the north side we designed to bear the picture of the two carriers, Clark and Lawrence, starting out from the Climax post office, each with his horse and road cart. This picture was made from the one shown in an issue of the *Michigan Farmer*. Below the picture is the following inscription: "First Rural Free Delivery Carriers Starting Out From Climax Post Office. (From Photo Taken by Frank Hodgman). This Tablet Erected by Michigan Rural Letter Carriers' Association."

On the west side is the bronze tablet donated by Michigan State Grange. It reads: "The First Congressional Appropriation to Try the Experiment of Delivering Mail to Farmers' Homes was Secured through the

Strenuous Efforts of the National and State Granges in 1896. The Amount was \$40,000. This Tablet Erected by Michigan State Grange, 1917." The lower section of the tablet has the additional inscription: "Monument Construction Committee, Frank L. Willison, William H. Sheldon, Simeon E. Ewing."

Pictures of the other two tablets are in my possession. One was donated by the D. A. R. chapters of Calhoun and Kalamazoo counties, and is erected on the south side of the shaft. On the east side is the tablet erected by the Climax people and includes local historical information.

On the northeast corner of the stone shaft, in the ninth tier, is the famous "Pork Barrel Stone" (marked by an arrow), that came from the family of Benjamin Harrison, one of the signers of the Declaration of Independence. This stone was used in Virginia and Maryland by the Harrison family, and was brought to Michigan by William Harrison, son of Judge Bazel Harrison, who was the first white settler in Kalamazoo county in 1830. From that time, when "Uncle Billy" and his bride, America, settled on the farm and built the first cabin on Climax prairie, for over eighty-seven years, that stone was used in the family pork barrel to hold down layers of pork in brine. While we were erecting the R. F. D. stone shaft the youngest son of Uncle Billy told us about this pork barrel stone, and expressed a desire to have it go in the monument to represent the Harrison Farm, which was on the original R. F. D. route out of Climax. It was kept under lock and key until ready to set in the corner on the ninth tier where it points directly toward the old pioneer farm of the Harrison family. Until the concrete set, the stone was carefully guarded. It is the most famous

stone in the monument, and thousands have looked for and asked its location.

* * *

There are now over two thousand rural mail carriers in the State of Michigan. This is quite a jump from the two pioneer carriers of 1896 who started out, each with his horse and road cart, from the Climax post office over and through all sorts of roads.

I have a picture which shows the carriers with their mail loaded up all ready to drive over their original routes about as they did twenty-six years ago last December 3. Lewis Clark is seated in the top buggy at the left and Willis Lawrence in the open rig. Each wears a heavy fur overcoat. We took this picture for the *Michigan Farmer*, and nearly all the two thousand rural carriers in the State will see it, along with the others, in various issues. Probably there is not a single one of these carriers who does not deliver each week copies of this paper to the farmers on his route. In fact, it is because so many of these carriers and the farmers of Michigan have repeatedly asked for the story and pictures of the first R. F. D., and the new memorial monument, that we have written this complete illustrated story for the first time.

I have one picture that shows the old Ide Building back of the monument, one of the oldest in the village. The exact center of the monument base (the right angle of the iron sewer pipe for the electric light cable) is over the vitrified clay section corner post set down by Frank Hodgman many years ago when he was county surveyor. The old parchment deed of the quarter-section taken up by the first permanent settler in 1830, signed by President Andrew Jackson, was given

us to deposit in the copper box in the solid concrete under the cap stone. This box was well filled with various things of historical importance.

The picture also shows the monument completed, all but a much-needed heavy pipe railing around the base. The new road signs we erected on a mid-winter day in January when it was mild and pleasant. We drilled the holes in the heavy galvanized pipe shaft above the cap stone bare-handed and with our heavy coat discarded. Then we bolted on the iron scroll brackets and suspended the road signs. The sign pointing north gives the distance to Battle Creek, ten and a half miles. To Camp Custer, seven miles. The reverse side of each sign has the following: "Climax R. F. D. Memorial. First in the U. S. A."

It was the biggest day in the history of Climax village when the monument was dedicated. Several thousand people were present, including invited guests and speakers from the State and Washington. Over seventy loaded automobiles formed at the city hall and Monument square in Battle Creek, driven by leading business men, and carrying delegates of the Michigan Rural Letter Carriers' Association and prominent State and national officials.

The writer, as general chairman, led the parade in his car and carried Mrs. W. H. Wait, state regent of the Daughters of the American Revolution; Master John C. Ketcham, Michigan State Grange, and President W. H. Jehnzen, of the Michigan Letter Carriers' Association. With a band ahead in two trucks, this long parade drove ten miles to Climax and was met at the monument by the village delegation. The band played "The Star Spangled Banner" while little Kathryn Brown unveiled the monument and raised the

small flag to the top of the staff above the light globes. We introduced the above-mentioned speakers, who presented the bronze tablets. During and after the ceremony of dedication, moving pictures were taken by the Pathe corporation operator. Messrs. Clark and Lawrence, in their old horse and road cart rigs, with mail pouches over their shoulders, started out from the old post office and drove slowly past the monument, just as they did twenty years before, while the picture machine on a high platform recorded the scene. Later on this film was shown in the leading theaters in every large city in the United States.

Then the parade was led by the band a few rods further to the large and fine school grove. A large platform and hundreds of chairs and seats had been provided. Over two hours were spent listening to music and addresses by United States Senator Chas. E. Townsend, Congressman J. M. C. Smith, Lieut.-Governor Dickinson, President Frank S. Kedzie, M. A. C., Master J. C. Ketcham, Mrs. W. H. Wait, State Highway Commissioner Frank F. Rogers, President W. H. Jehnzen, and others.

Officers of the Michigan Rural Letter Carriers' Association present were Rex Anthony, of Ada; George Smith, of Kalamazoo; F. A. Butler, of Charlevoix; John Brinkman, Holland; George Fleury, Monroe; Mrs. Sylvia L. McMillen, Greenville. Mr. Butler has been secretary for several years. Mrs. McMillen was the only woman delegate and had carried mail on her route out of Greenville for fourteen years.

The rural carriers of Michigan have carried millions of copies of the *Michigan Farmer* on the more than two thousand routes of both peninsulas. But history has

recorded the fact that the very first copies of the *Michigan Farmer* ever punched into a rural mail box were handled by Lewis Clark and Willis Lawrence on the Climax original route on December 7, 1896.—Abbreviated from the *Michigan Farmer*.

RAILROADS OF DELTA COUNTY

BY F. H. VAN CLEVE

ESCANABA

IN THIS article I intend to deal mainly with the history of the Chicago and North Western Railway Company in Delta County and the various incidents of its location and construction that came under my personal observation, having been connected with the construction of the Railway from its beginning at Fort Howard (now Green Bay) to Escanaba.

There were several lines of railroad built at various times in Wisconsin and Illinois between the years 1845 and 1855, and some of these roads were finally brought together by purchase and consolidation under one control and management. In June, 1859, the legal name and title of this consolidated Company became the Chicago and North Western Railway Company.

In 1855 one or two lines of railroad had been authorized by the Legislature of Wisconsin and a new corporation, called the Chicago, St. Paul and Fond du Lac Railroad, took them over and was authorized by the Legislature of Wisconsin to build a railroad north from Fond du Lac to the north line of Wisconsin at some point on the Brule River. If this line had been built, it would have come into Michigan in what is now Iron County and about where the village of Iron River is now located, and this line would have gone to the west of the present cities of Oshkosh, Neenah, Appleton and Green Bay. The panic of 1857 put a stop to all the

activities of the last named railroad. The Chicago, St. Paul and Fond du Lac Railroad became bankrupt, and by purchase under the foreclosure of its mortgages, its franchises and rights passed to the Chicago and North Western Railway Company.

Permission from Congress was obtained by the Chicago and North Western Railway Company to change the line of that railroad as originally planned, and the Chicago and North Western Railway Company were then authorized by the Legislature of Wisconsin to extend its lines north from Fond du Lac *via* Fort Howard (now Green Bay) to the north line of Wisconsin at the Menominee River. This extension began at once and was completed to Fort Howard (now Green Bay) in 1862, and for the next ten years the terminus remained at Fort Howard.

In 1856 or 1857, a Railroad was organized to build a line from Marquette, Michigan, to the head of Little Bay De Noc in Delta County. This road was never built, and in 1861 or 1862 all its rights and franchises were obtained by William B. Odgen and others, and in 1862 the Peninsula Railroad was organized.

At that time William B. Odgen was President of the Chicago and North Western Railway and Samuel J. Tilden was one of its directors. Both of these men were interested in mines in Marquette County. The work of construction was started in 1863 on the Peninsula Railroad. According to the original maps the terminus of this road was to be at the head of Little Bay De Noc where Masonville is now located. The place at that time was called Gena, and was the county seat of Delta County. Owing to some misunderstanding between property owners at Gena and the officials

of the Peninsula Railroad, the line was changed and the terminal made at Sand Point (now Escanaba). This road was built to haul iron ore from mines in Marquette to be shipped by water to the lower lakes from Escanaba, and also to secure the business of the Upper Peninsula for the Chicago and North Western Railway Company. Mr. S. H. Selden was the engineer who located and constructed this road, and his principal assistant was Mr. C. E. Brotherton, both of whom lived in Escanaba after the road was completed. Mr. Selden was the Division Engineer of the Peninsula Division, and Mr. Brotherton became the Chief Land Examiner of the Chicago and North Western Railway Company, a position which he held continuously until his death some years ago. The road was completed to the Jackson mine the latter part of 1863, and in October of 1864 the Peninsula Railroad was taken over by the Chicago and North Western Railway Company as the Peninsula Division.

Work was started on the first ore dock in Escanaba in 1863 and 1864, and the dock and railroad were completed and in operation in 1865. In 1864 Mr. H. A. Barr came to Escanaba and had charge of the pile-driving for the new ore dock. This dock is the one that was known in later years as dock number "2", and was at that time the largest dock of its kind ever built in this country, being larger than the dock then in use at Marquette. This dock was taken down some years ago and never re-built. The first officers of the Division at that time were Robert Campbell, Superintendent, S. H. Selden, Engineer, Alfred Hull, Assistant Engineer, C. E. Elliot, Master Mechanic, C. M. Lawler, Road Master, Mr. Beardsly, Station Agent, and R. A. Connelly, a contractor doing the dock and bridge

work for the Company. In 1867 came W. B. Linsley as Clerk in the Freight Office. At this time, also, D. E. Glavin was in the employ of the Company in the Supply Department.

In 1862 the Green Bay Transit Company, finally owned by the Chicago and North Western Railway Company, was incorporated to put steamers on Green Bay, running between Fort Howard and Escanaba, carrying passengers, freight, express and mail and connecting with the Peninsula Division at Escanaba. Three fine steamers were put on this route, the Sarah Van Epps, George L. Dunlap and the Saginaw, and were continued in the service until the line between Fort Howard and Escanaba was completed and ready for business. In the winter, passengers and freight, express and mail were carried between Green Bay and Escanaba by the stages of the Lake Forwarding Company.

During the years previous to 1871, the lumber business at the mouth of the Menominee River and south along the west shore of Green Bay had grown to immense proportions. The various towns between Green Bay and Menominee had no railroad facilities, being served by boat during the season of navigation and by stage during the winter. These towns were very desirous of railroad connections with the outside world and the lumbermen of that section headed by former Senator Stephenson of Marinette, had for a long time been negotiating with the Chicago and North Western Railway Company to extend their lines to the Menominee River, thereby giving those towns the long needed rail facilities. Preliminary surveys had already been made from Fort Howard to Menominee, and also

north to Escanaba, and it was finally decided by the C. & N. W. Ry. Co., to extend their line not only to Menominee, but also through to Escanaba and thus fill the gap from Fort Howard to Escanaba. This line was to be built in two sections, the first from Fort Howard to Marinette and the second from Marinette to Escanaba. The work of construction on the first section was begun in the spring of 1871.

In 1870 the writer, just out of college, was employed as an assistant engineer of construction on a road in Iowa that was being built by the Chicago, Rock Island and Pacific Railroad Company. He was stationed at Centerville, Iowa, where he lived for over a year. In the latter part of May, 1871, he was informed that the Chicago and North Western Railway Company desired an engineer to act as principal assistant on construction of a railroad in Wisconsin and that he had been recommended for the position, and if he desired the place, to go at once to Green Bay and report to the engineer in charge of the construction. As this was a decided promotion, the writer left at once and on June 3, 1871, entered the employ of the Chicago and North Western Railway Company; on June 5, 1871, he was located at Green Bay as principal assistant to the engineer of construction, whom he found to be Mr. Edward Powers, better known at that time as the "Western Philosopher," on account of his strong belief in the theory of producing rain by firing cannons and who in substantiation of that belief had written many articles for the scientific papers and magazines. Mr. Powers, also, at that time, was writing a book on that subject, which was published the next year. The proofs of this book the writer helped to correct, by comparing these printed

proofs with the written manuscript, a job which he found to be most tedious and uninteresting.

The grading on the line between Fort Howard and Menominee began in June, 1871, and by the first of July the work was well started all along the whole length of the line. The contractors for all the work on this section was the firm of Dunlap and Ellis and the work was rushed from the start. The weather that summer and autumn was very dry and the whole surrounding country suffered extremely from the droughts; there was almost all the time a continuous fire along the right of way which was something fearful, on account of which the work was greatly hindered and the loss of property in the shape of ties, timber and camps was enormous.

It was on the night of October 8, 1871, that the village of Peshtigo was entirely wiped out by a tornado of fire in which over eleven hundred lives were lost. The fire, fanned by a high wind, swept on in a north-easterly course across the Menominee River, and died out only when it reached the waters of Green Bay, about twelve miles north of Menominee. As soon as the writer heard of the burning of Peshtigo he went to Menominee and at once drove to Peshtigo to see whether the Company's engineer and assistant, in charge of the work at that point were safe. It was a horrible ride, for along the road could be seen the burned bodies of animals and human beings. In many instances in that fire-swept waste, little heaps of white ashes marked the place where men, women and children had fallen to their death. Both the engineer and assistant were found to be safe, but both, as may be imagined, were rather shy of clothes as everything they owned in

Peshtigo had been lost in the fire. Mr. Pingree, the engineer, had on a suit of clothes, but no hat and only one boot, while Mr. Hunt, his assistant, had boots, hat and trousers, but no underwear, in place of which he had one of those old fashioned rubber coats which did not seem to be very comfortable. I returned with them to Marinette where they were soon fixed up again.

They had just started to drive the piles for the foundation of the bridge across the Peshtigo River. Neither the pile driver nor the piles were burned, but the camp of the bridge crew was entirely destroyed. The bridge contractor soon had a new camp prepared with all the necessary supplies and the work went on again about the same as before the fire.

Soon after, orders were received to hurry the work, and that line of road was soon pushed to completion. On December 27, 1871, the first regular passenger train from Fort Howard ran into Marinette. Up to this time the writer had been living at Green Bay, but when the road was completed to Marinette, he made that place his headquarters. All construction work had been stopped for the winter with the exception of the railroad bridge across the Menominee River. This was a very long bridge of the Howe Truss pattern and was built by the contracting firm of Seymour and Passmore. The bridge was completed about the middle of April, 1872, and in the meantime a side track had been built down to the village of Menominee and a temporary track laid to the Merchant Dock where connection was had with the Railroad Company's steamer Saginaw; this boat carried passengers, freight, express and mail between Menominee and Escanaba during the season of 1872, at the end of this season the steamer Saginaw and Captain Trowell and the Clerk John Lan-

nigan, known so long and so well by the older residents of Escanaba, passed out of the history of the Chicago and North Western Railway Company in Delta County.

During the year of 1871, while the road from Fort Howard to Menominee was under construction, the Railroad Company had a surveying party in the field locating the line from Menominee to Escanaba. Two or three preliminary lines were run before the final line was located. According to the original map filed by the Railway Company the road from Menominee to Escanaba was to be built following close along the shore of Green Bay the whole distance between the two places. But a short time previous, iron ore had been discovered in large quantities on the Menominee range, so the Railway Company by an act of Congress obtained permission to change its line to run directly north from Menominee to the nearest point to the newly discovered iron range from which a branch from the main line could be readily built to open up these new fields. In accordance with this permission, the line was located to a point forty-two miles north from Menominee which is now the station of Powers, and from Powers the main line ran almost east to Escanaba. While the surveying party was locating the line to Powers, the line from Escanaba to Powers was also being located by Mr. Selden, engineer of the Peninsula Division assisted by Mr. C. E. Brotherton, and in the spring of 1872 work was begun on the section between Menominee and Escanaba. The contract for building this part of the road was let to Wolf and Carpenter, a railway building firm from Iowa. They got started on the construction in due season, but for some reason the

work lagged and went along very slowly; when July came hardly anything had been accomplished, and about that time Wolf and Carpenter gave up their contract. The work was immediately re-let to a contractor by the name of Alexander Wallace who had just finished some railroad work in Iowa. He started to work with quite a large outfit, but he did not seem to accomplish anything more than the other contractors. So the Railway Company cancelled his contract and they themselves took over the building of the road, retaining, however, Mr. Wallace for a time as a general foreman or overseer of the construction. Mr. W. F. Fitch was sent up from the Chicago Office to look after supplies and material and to see that everything needed for the construction of the road was on hand when wanted. This arrangement worked very well. Late in the fall of 1872 the road was fairly well built to Powers and trains were run between Powers and Menominee. The work also had been pushed from the Escanaba end and by the middle of November, 1872, the track was laid from Escanaba to a point about two miles west of the present station of Indiantown, leaving a gap of about four miles of heavy work in a very unfinished condition. As the winter was coming on, merely enough work was done on that unfinished portion to lay the track and so connect up with the track already laid and in use from Menominee. It was intended that the first work in the spring would be to lower the grades in the cuts that were not fully down to grade and bring all banks up to grade where they were found to be below the proper grade.

The work of track laying was well done by the middle of December, 1872, and the track from Menominee was connected up with the track from Escanaba at a point

which is now the station of Spalding. A few days later the first passenger train ran from Escanaba to Menominee, and the whole road from Fort Howard to Escanaba was opened for business and the track of the Peninsula Division was at last joined to the great system to which it belonged.

A short time before the road was completed to Escanaba the Engineer of Construction, Mr. Powers, was transferred to other work on the North Western line and Mr. J. E. Ainsworth was appointed engineer. The writer was continued as principal assistant to Mr. Ainsworth and at that time took up his residence at Escanaba.

During the latter part of 1872, the Railway Company had begun an erection of another large ore dock at Escanaba the construction of which came under the charge of the writer. The approaches to the dock were completed and a few of the foundation piles were driven and some of the bents of the dock were raised by January, 1873. The only construction work done during the ensuing winter of 1873 was on this new dock and rebuilding the bridge across the Escanaba River. This was a long bridge of six spans with pile piers, and the superstructure was of the Howes Truss pattern. The bridge was completed in March, 1873. The ore dock at that time was near completion. The foundation was completed and the superstructure all up, and on the opening of navigation the necessary dredging about the dock was begun and continued through the greater part of the summer. The whole dock was completed and in commission by the end of the summer of 1873. The contractor who built this dock was R. A. Connelly, and his Superintendent was Alfred Hull. This dock

was considerably larger in every way than the first dock; in fact, it was the largest dock of its kind in use. This dock later on was known as dock No. "1" and some years ago it was taken down and never rebuilt.

In the spring of 1873 the work of taking the cuts down to grade and bringing up to grade all the banks that were below was begun and carried on to completion. The whole line of the road between Escanaba and Menominee was thoroughly ditched and surfaced, and by the end of 1873 the Peninsula Division of the Chicago and North Western Railway Company in Delta County was completed. At that time S. C. Baldwin was Superintendent, S. L. Pierce Master Mechanic, G. H. White Foreman of the Round-House, A. J. Perrin Road Master north from Escanaba, A. Hinman Road Master on the line south from Escanaba. W. B. Linsley Station Agent, H. A. Barr Foreman of the docks, O. B. Sloat Train Dispatcher. O. A. Page acted as Train Master at Ishpeming and D. E. Glavin as Assistant in the Supply Office, and J. F. Oliver, who came to Escanaba in 1867, was Cashier, S. H. Selden was Division Engineer.

The panic which occurred in the fall of 1873 put a stop to all railroad work and was very disastrous to all kinds of business, especially in the iron business. This state of affairs continued for some years. In the meantime, however, work of exploring on the Menominee range had gone forward and several large mines opened; and as the iron business had begun to improve, in order to take care of this new business the Company in 1877 built the branch from Powers to Quinnesec; and as new iron ore discoveries had been made in various places north and northwest of Quinnesec, the

branch was gradually extended to these new finds of iron. In 1880 the road was extended from Quinnesec to Florence; in 1882 it was extended from Florence to Iron River and to Crystal Falls, and in 1887 it was built from Iron River to Watersmeet. The Whitefish Valley Siding was built in 1900 and the Beaver Branch in 1903.

There was supposed to be a vast territory, highly mineralized, in the vicinity of a location called the Felch Mountain. So in 1882 the Felch Mountain branch was built which leaves the main line at the present station of Narenta. After a large amount of time and money had been spent in exploring that new district, very little ore was found and only a very small amount came over the Felch Mountain branch. But owing to the immense amount of timber that was contiguous, that branch has always done a good business; and as most of the lands along the branch were good for agricultural purposes, a great many fine farms have been developed. The iron business, which begun to improve in about 1876 continued to get better as time went on, and in 1880 the Railroad Company built ore dock No. "3"; in 1888 ore dock No. "4" was built, and ore dock No. "6" was built in 1902.

In 1887 Ferdinand Schlesinger and his associates obtained possession of the Chapin mine at Iron Mountain and began to reach out for other mining properties. Schlesinger obtained a location on Little Bay De Noc just north of the Chicago and North Western Railway Company property and at once began to build a railroad, called the "Escanaba, Iron Mountain and Western," from Iron Mountain to Escanaba, and also began work on a large ore dock at Escanaba. This railroad and ore dock were completed in 1890 and some

ore was handled at that dock. Later Schlesinger got into financial difficulties and all his iron properties were sold, the Mines going to the Mark Hanna interest at Cleveland and the Escanaba, Iron Mountain and Western Railroad with the ore dock at Escanaba was purchased by the Chicago and North Western Railway Company. It has since been in very active service. This dock is now known as No. "5." In 1910 it was rebuilt and at that time was the largest and most up-to-date dock in the country. All the ore docks at Escanaba with the exception of Nos. "1" and "2" have been rebuilt at various times, and each time a larger and better dock was erected. Dock No. "4", which was built in 1888, burned down in November, 1897, and was at once rebuilt in 1898. The period between 1877 and 1891 was a very busy time for the ore docks, as the demand for ore was increasing rapidly. The boats at that time supposed to be of the very best type, carried only between thirty-five hundred to four-thousand tons and therefore it took a great many vessels to move the ore; it was not an uncommon sight to see from sixty to seventy of these large boats at anchor in harbor awaiting their turn at the dock, and at that time it was right and proper that Escanaba was called the "Iron Port of the World."

In the latter part of 1874, Mr. Baldwin resigned as superintendent of the Peninsula Division and Mr. J. B. Muliken was appointed. Mr. Muliken remained only a short time and in the early part of 1876 Mr. W. B. Linsley was appointed superintendent and Mr. H. A. Barr, Station Agent, but still continued also in charge of the docks. In 1882 Mr. Linsley was transferred to the Chicago Office and Mr. W. F. Fitch was appointed superintendent; in 1885 Mr. Fitch was transferred to

a western division of a road, and Mr. Linsley returned as superintendent and held the place until his retirement in 1912. He was succeeded by Mr. C. E. Andrews, who died in July of 1916. Mr. Andrews was succeeded by the present superintendent, Mr. F. J. Byington. Of those employed in 1873 very few remain. At the General Office only two remain, Mr. D. E. Glavin now Purchasing Agent of the Peninsula Division and the writer, who is General Land Agent for the Railway Company.

It might be well at this place to call attention briefly to the other Railroads that have been built in Delta County. In 1884 the Minneapolis, Sault Ste. Marie and Atlantic Railway started building from Minneapolis toward the Soo. Sixty miles had been constructed and in 1885 Mr. W. D. Washburn who was at that time United States Senator from Minnesota and also President of that road, together with his Chief Engineer Captain W. Rich, came to Delta County to look up a location on Little Bay De Noc for their lake terminal, as the line of the road to the Soo led around the head of Little Bay De Noc. Several places were looked over and finally the location at Sanders Point seven miles north of Escanaba was chosen; in 1887 the road was built through to the Soo, and the village of Gladstone was laid out as their lake terminal. At that time the name of the railroad was changed and is now known as the Minneapolis, St. Paul and Sault Ste. Marie Railway Company, and has developed into a great railway system. Elevators for the shipment of wheat and flour, and coal docks, were built at Gladstone, also an ore dock which handled, under contract, the ore shipped by the Chicago, Milwaukee and St. Paul Railway. When that contract expired and the Chicago,

shipping center

Milwaukee and St. Paul Railway had made other arrangements for the shipment of its ore, the ore dock at Gladstone was taken down. In 1897 the Soo Road built a branch from Rapid River up to Whitefish to connect with the Munising Railway in Alger County. In 1899 I. Stephenson, Daniel Wells, Jr., and J. W. Wells built a logging road up the Escanaba River to handle all logs and material for the I. Stephenson Company. This road has since become the Escanaba and Lake Superior Railroad and has developed a great business. It extended its line to a station on the Chicago, Milwaukee and St. Paul Road called Channing; at that point it now receives all the ore of the Chicago, Milwaukee and St. Paul Road which is hauled over the Escanaba and Lake Superior Railroad and delivered to the dock of the St. Paul Railroad at its terminal at Escanaba. This shipping terminal was acquired by the Chicago, Milwaukee and St. Paul in 1900, and since that time two fine large ore docks have been constructed through which a large amount of ore is shipped annually.

As stated in the beginning, this article only deals with the railroads in Delta County, stating when they were built, by whom they were built, and the principal reason why they were built. It does not go into the history of the great developments that have taken place in Delta County by reason of the construction and operation of the various railroads.

The writer regrets exceedingly that time and space in this brief article will not permit him to call by name all those splendid men who were connected with the Division when he came in 1873, and by whose earnest efforts and conscientious work the foundation was laid

to make the Peninsula Division that which it has since become, the Banner Division of the North Western System.

It might be appropriate at this place to append a list of all who have served as principal officers on the Peninsula Division.

Superintendents.

Robert Campbell, S. C. Baldwin, J. B. Muliken, W. B. Linsley, W. F. Fitch, W. B. Linsley, C. E. Andrews and F. J. Byington.

Assistant Superintendents.

G. M. West, C. E. Andrews, R. F. Armstrong, C. E. Helmer and T. M. Coughlin.

Master Mechanics.

C. E. Elliott, J. Patrick, S. L. Pierce, G. H. White, J. Symonds, W. S. Clark, Frank Slater and E. Becker.

Station Agents.

Mr. Beardsley, W. B. Linsley, H. A. Barr and C. R. Henderson.

Dock Agents.

W. F. Look and H. J. Robertson.

Division Engineers.

Alfred Hull, S. H. Selden, C. Palmer, W. W. Gaffin, W. J. Towne, A. E. Winters and George Loughnane.

Road Masters North of Escanaba.

C. M. Lawler, A. J. Perrin, J. H. Macdonald, Alexander Sutherland, William Manley, D. Mooney, J. E. McDermott, E. C. Jones and J. A. McKettrick.

Road Masters South of Escanaba.

A. Hinman, O. Reeve, J. Powers, D. Mooney, D. McFadden, George Cluney, C. Newberg and H. Rassmusson.

Fuel and Purchasing Agent.

D. E. Glavin.

General Land Agent.

F. H. Van Cleve